

25 FEBRUARY 1955

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A30 SEVEN

Keeps motoring costs down



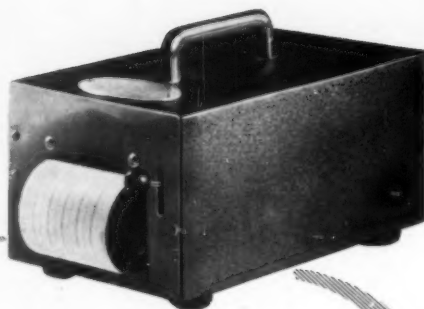
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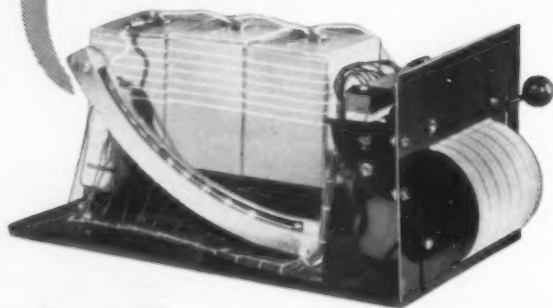
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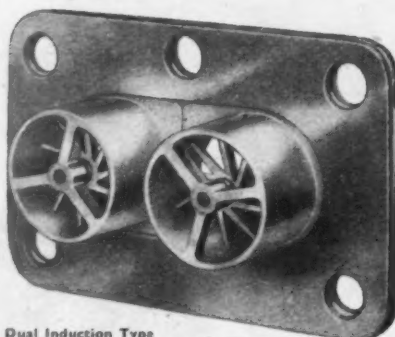


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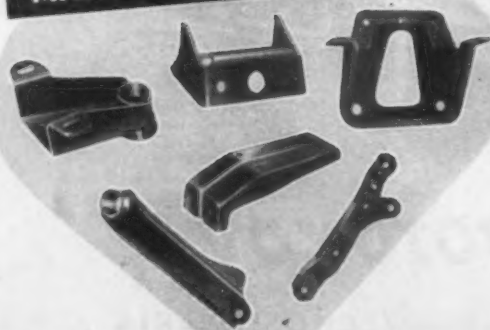
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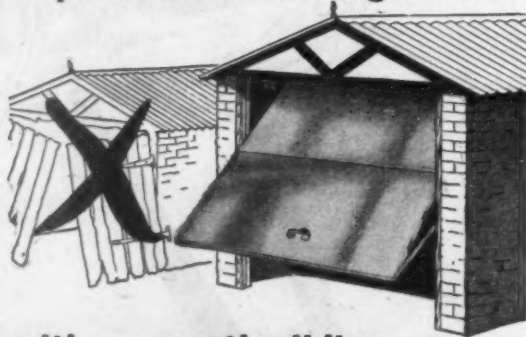
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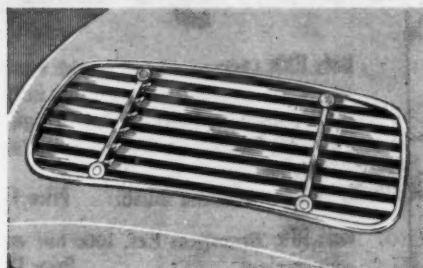
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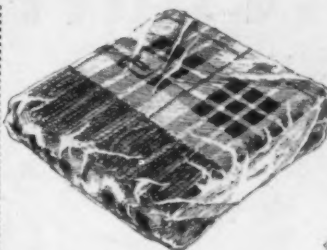
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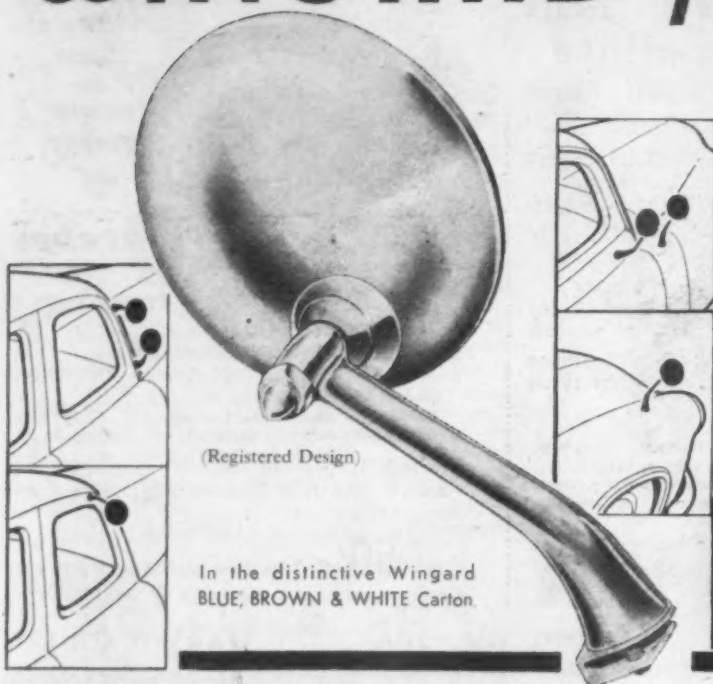
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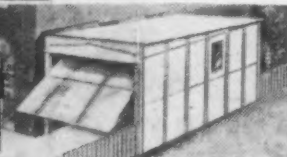
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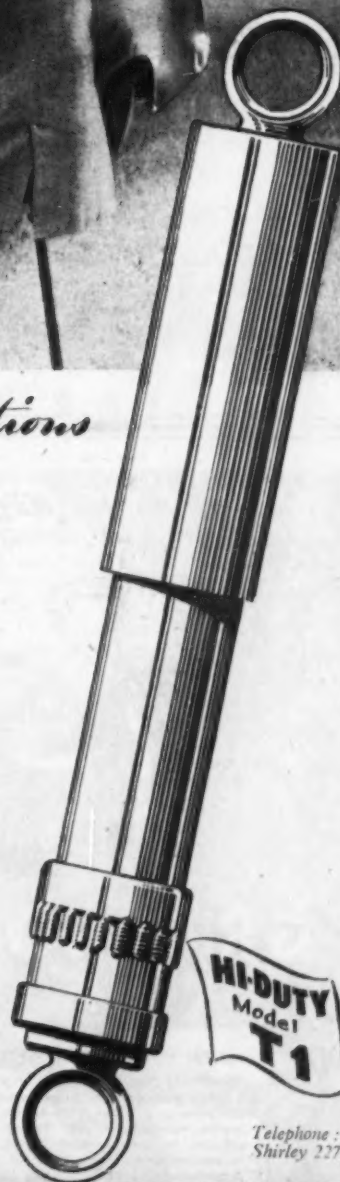
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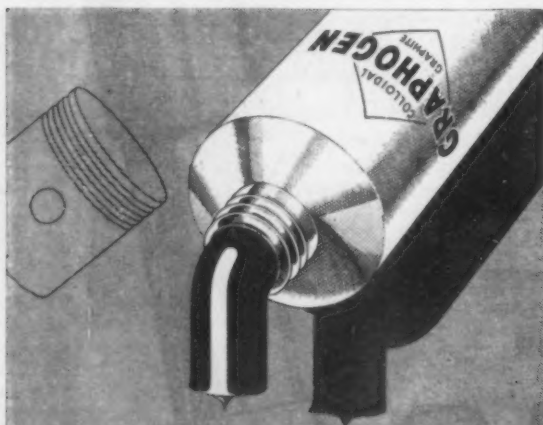
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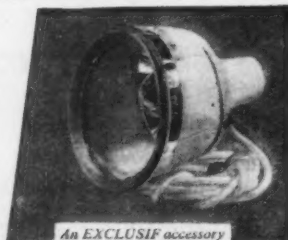
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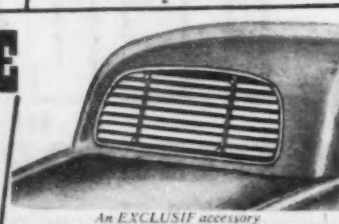
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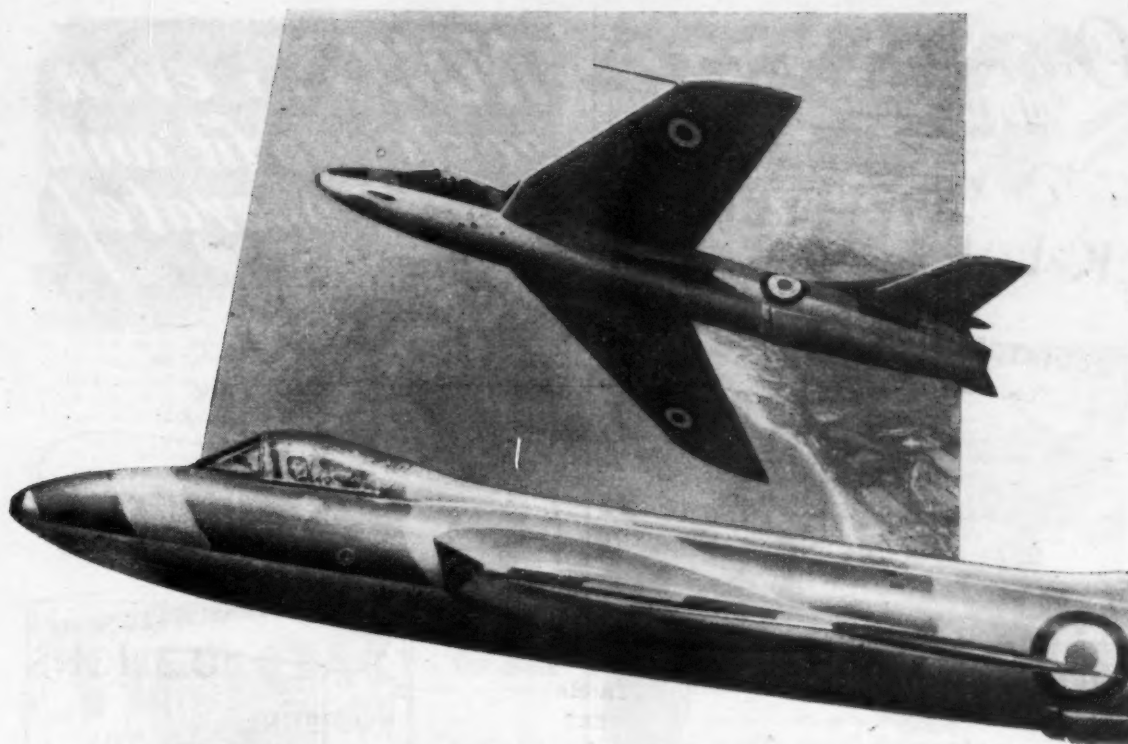


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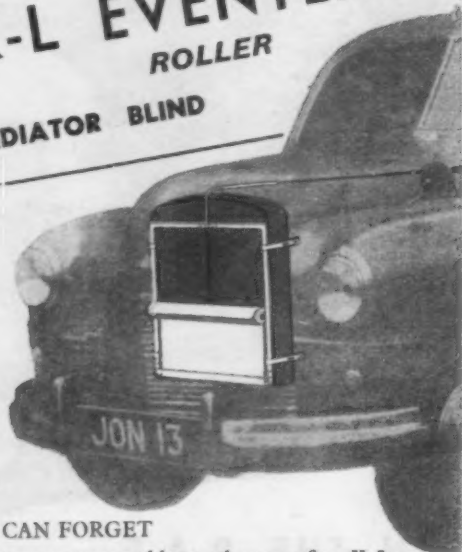
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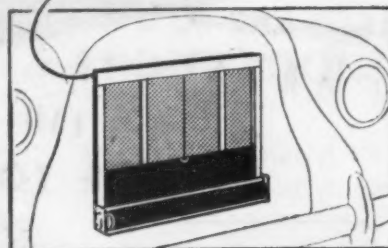
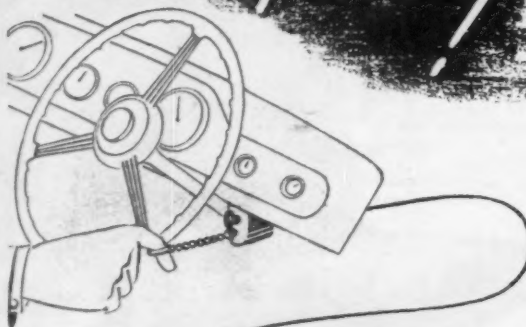
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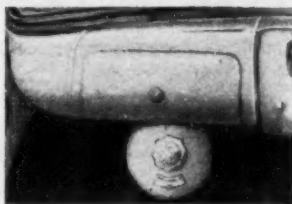
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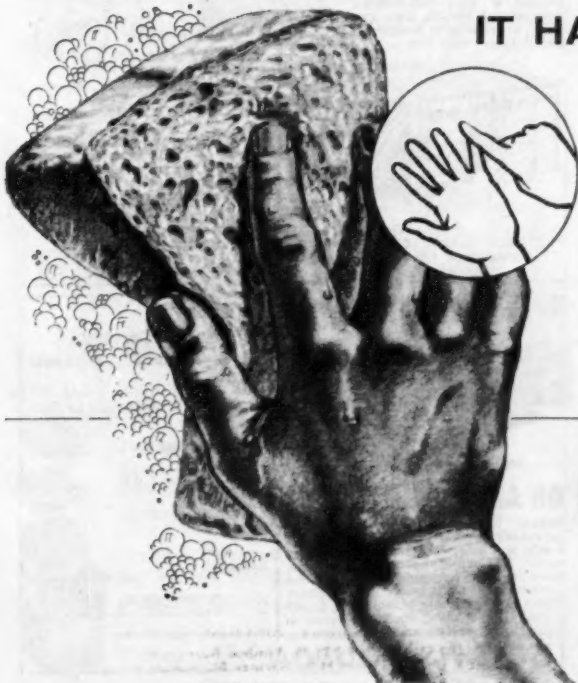
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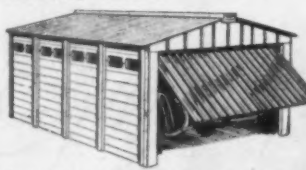
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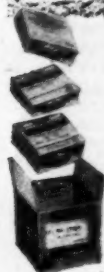
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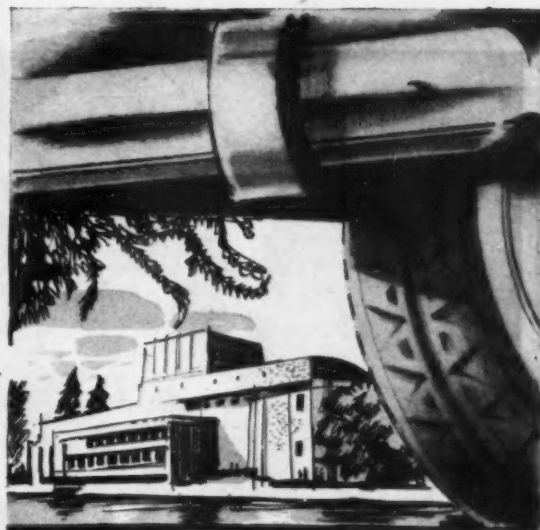


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The Autocar

FOUNDED 1895

No. 3091

Friday, 25 February 1955

Vol. 102

Storm-tossed

LAST week, in the House of Lords, the Road Traffic Bill was tossed on the waves of the first three days' debate in committee; some 120 amendments had been tabled against it. The Bill emerged battered, but still recognizable, the critical attitude shown to it having been manifested in two amendments carried against the Government. One of these was of considerable importance and dealt with vehicle examination, deleting the reference to authorized private examiners and restricting examination to Ministry of Transport appointed inspectors—civil servants. As the elimination of private garages from the scheme must seriously curtail the number of testing stations available, it becomes more and more difficult to see how a working test system can be evolved by the Government, for the number of vehicles in operation increases steadily towards the 6,000,000 mark. The Lord Chancellor promised that further consideration would be given to the proposal. The Government might be well advised to reconsider the scheme on the lines of a spot check system. As Lord Lucas pointed out, the driver who had an appointment for his vehicle to be tested on a certain date could make sure that it was in good condition on the day of examination, whereas a spot check would take place when the vehicle was at its everyday standard of maintenance. Certainly, the grandiose, costly, time-wasting, impracticable and ineffective scheme first proposed serves only to divert attention once again from the failure of successive Governments to provide what alone can effect any big reduction in accidents—a safe, adequate road system.

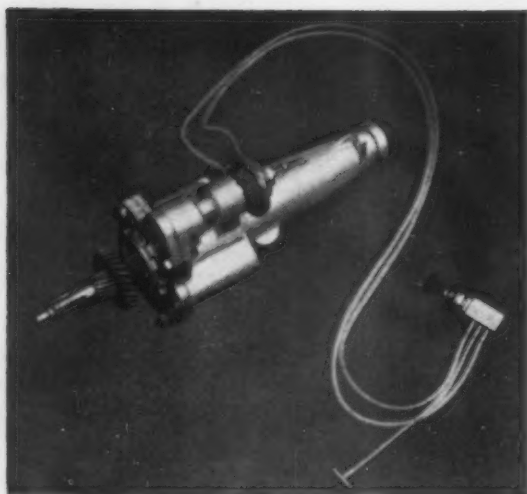
Another clause, moved by Lord Merthyr, sought to punish with imprisonment motorists found guilty of causing a person's death through reckless or dangerous driving, but this was withdrawn after assurance had been given that the Government would introduce a new clause at the report stage of the Bill. There is certainly a wide gap between a maximum penalty of two years for dangerous driving and one of life imprisonment for manslaughter, but the question arises: why create a new offence? Surely the simpler way is to increase the maximum sentence for dangerous driving so that in bad cases, especially if a man has been killed, punishment can be increased more nearly to fit the crime. The dangerous driver may be acting just as dangerously whether he kills a man or not, and, as Lord Hailsham remarked, it would be illogical to differentiate between offences which are basically the same.

Cars by Rail

THE welcome generally given to the British Railways scheme for carrying cars by rail to Scotland during the summer touring season needs to be tempered by a realization of the absurdity which the scheme condones. On the one hand is an archaic mode of transport, running at a loss in spite of having been feather-bedded for years by politicians; on the other is its vanquisher, the car, reduced by penal taxation and the absence of proper facilities for its use to the helplessness of a cripple seeking a pickaback ride. It does not make sense.

The Englishman's affection for railway trains is, in fact, a burden on the country's economy, if this did not exist an enquiry would have been held long ago into the British railway system and an unbiased verdict given as to whether or not its survival was worth while. This question needs answering before more money is poured down the nationalized drain. In the meantime, to applaud a compromise scheme which appears efficient only because real efficiency has been ruined by extraneous factors is the world of the lunatic asylum.

The routes between the South and Scotland are scandalously inadequate, and they are cluttered up by indivisible loads which should be taken by water. An argument for the retention of railways may be neatly paraphrased in this context. Keep the steam trains, say their advocates, and use home resources of coal. Take indivisible loads by water, say we, and cash in on the fact that Britain is an island.



The Handa overdrive unit is compact, the use of an epicyclic gear being partly responsible for this

OVERDRIVE

VARIOUS M.P.G. TESTS WITH A HANDA OVERDRIVE, NOW AVAILABLE FOR THE SMALLER FORD MODELS

OWING to congested road conditions at weekends in Great Britain, it is usual for a low-g geared final drive to be adopted for small family cars. This ensures that top gear pulling power and acceleration, at moderate speeds, will be satisfactory. But it also results in high engine speeds in fast cruising on clear roads, such as may be the case with weekday business motorists, or with those whose pleasure motoring takes them far afield. These may like a higher top gear, for the sake of greater fuel economy and a lower rate of engine wear when travelling fast, and may not regret some loss of top gear flexibility at lower speeds. The alternative to a high top gear is an overdrive.

The Handa device of this nature, which for some time has been available for Ford Consul and Zephyr models, has now been introduced for the current Anglia and Prefect, but not for the Popular or for the older small models. The Consul-Zephyr overdrive was described in *The Autocar*, November 12, 1954. The Anglia-Prefect model is similar. It is an epicyclic auxiliary gear box, which is fitted at the rear of the car's own gear box, and has two speeds, direct and overdrive.

Engagement is by dog clutches, which are actuated by a diaphragm unit worked by the negative pressure in the car's manifold-exhausted reservoir—a standard fitment for working the vacuum-operated windscreen wipers. The driver's control is a push-pull knob, operating a valve, and this unit is mounted in the side of the instrument panel housing on the steering column. An Anglia fitted with the Handa overdrive was recently placed at the disposal of *The Autocar* by W. J. Brown, Ltd., 339, Finchley Road, London, N.W.3.

who have been co-operating with the makers of the device. The car was tested over a mileage amounting to nearly 1,000.

The first runs were an attempt to simulate the manner of use of a small family car employed for local work and excursions. They took place in the Home Counties, over a route which was, in approximately equal proportions, good main road, on which the speed was 35-40 m.p.h.; gently undulating country roads, at 30 m.p.h.; and residential but open roads, including two small towns. The car was driven quietly and smoothly, using the normal top gear and carrying two persons and test gear equivalent in weight to a large suitcase. This run gave 38.4 m.p.g.

The same route was traversed again, maintaining a similar average speed and driving technique but using the overdrive instead of the normal top. Changes down were necessary more frequently, but were not tiresomely so, because the Anglia has quite a large engine in relation to its weight, and the torque characteristics are good. It was found that the car ran smoothly at 30 m.p.h. in overdrive, but not when accelerating from slower speeds. The fuel consumption was 41.2 m.p.g., a gain of 2.8 m.p.g. only, so the higher gear does not bring benefits sufficient to justify the cost of the device, in the sort of motoring which was reproduced by the tests. Besides, the Anglia was more pleasing to drive in the normal top, having better flexibility, acceleration, and engine braking.

A high-speed test was carried out in the West Country, on straight and almost level moorland road, alongside which there was no cover for sheep or for other animals. There was a slight breeze, and each run was out and back, amounting to exactly 40 miles. The route was first covered in normal top, cruising at a corrected 60 m.p.h., testing maximum speed on two straights, and averaging 53 m.p.h. On one straight, maximum speed was 75 m.p.h. indicated, on a speedometer which was only 2 m.p.h. fast at 70 m.p.h. On another straight, longer but less favourable, the speed was 70 m.p.h. Sustained high speed had the adverse effect, which is normal with all cars, on fuel consumption. The figure was 26.7 m.p.g.

When the route was again covered, but using the overdrive top, the fuel consumption was 33.7 m.p.g.—a gain of 7 m.p.g. On the better straight, maximum speed was again 75 m.p.h., but on the other test stretch, it was 65 m.p.h.

instead of 70 m.p.h. As a general rule, however, maximum speeds in any given circumstances are about the same in either the normal or in the geared-up top. But the latter, with its reduction of r.p.m., makes such high speeds practical and economical in the matters of both fuel consumption and wear and tear. For in normal top, 75 m.p.h. is reached at 5,000 r.p.m., while in overdrive it is only 4,000 r.p.m.

It should be noted that the foregoing fuel consumptions were those recorded in sustained high speed. On a

ENGINE SPEEDS, AND PULLING POWER

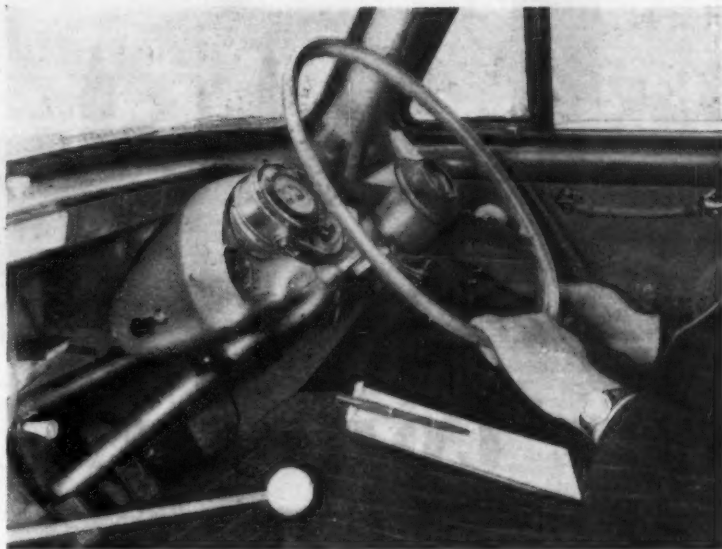
		Engine speed: r.p.m.				
		1,000	2,000	3,000	4,000	5,000
Car speed: m.p.h.	Top	14.9	29.8	44.7	59.6	74.5
	Overdrive top	(19.9)	38.7	59.6	79.5	(99.4)
Engine r.p.m. and car speeds in normal top and in overdrive. The figures in brackets are not usable in practice.						
		Road speed: m.p.h.				
		20	30	40	50	60
Top		1 in 16	1 in 13	1 in 15	1 in 19	1 in 37½
Overdrive		—	1 in 22½	1 in 28	1 in 45	1 in 75

Tapley meter readings of pulling power in lb per ton, quoted in terms of gradients climbable at a steady speed, with the test load of two persons and weight equal to a large suitcase. Although overdrive top is so high a gear (nearly 60 m.p.h. at 3,000 r.p.m.), the car can hold high cruising speeds up all the slighter main road inclines. Middle gear (normal) will take the car up 1 in 6½. Overdrive middle is good for 1 in 9½.

ANGLIA

By J. R. DAVEY

The control valve is mounted in the instrument panel, the button protruding on the left side. The instrument clamped to the steering column is a Tapley meter for recording figures of pulling power



normal main road journey—using the Oxford Road, A40—this particular car recorded 31 m.p.g. in the original top gear, a cruising speed of 60 m.p.h. being used wherever it was possible.

A long test journey from London to Penzance, Cornwall, was made with the car heavily loaded; both the outward and return trips were by night, when the roads were clear of traffic. Three persons were carried, and luggage filled the vacant seat and the rear locker completely. There was a slight breeze from the west, constant on both nights, and, wherever conditions permitted, a cruising speed of 60 m.p.h. or over was maintained on overdrive. In such favourable sections as Salisbury Plain and Bodmin Moor, there were higher speeds, and the journey average (running time) was a little below 40 m.p.h.

The fuel consumption was 35.5 m.p.g. on the journey to Cornwall, against the slight breeze, and 37 m.p.g. when returning to London. These were good figures for a car so heavily laden, and travelling at fast cruising speeds.

On such long journeys the reduction in engine speed resulting from the use of overdrive gave an effect of restful and easy travel. The heavily laden Anglia rode comfortably, and the brakes remained always adequate. At the end of the total mileage covered with the car, there was still almost no lost motion on the brake pedal, and the light and accurate steering was also satisfactory in fast motoring.

It was found, however, that the seat cushions were a little hard for long journeys, although they were well shaped and gave uniform support. The two front seats are separate, and their bucket squabs held the occupants comfortably on corners.

The overdrive functioned satisfactorily, although drivers who had become used to modern synchromesh gears found its change to be a little slow. A pause of approximately one second, with the clutch out, was necessary in changing up or down. During the pause there was sometimes a slight rattle from the faces of the clutch dogs while they reached synchronized speeds. This sound was not obtrusive, nor was the faint whine that came from the epicyclic gears. In the car tested the hypoid gears of the rear axle

had a similar but louder sound, which made that from the overdrive even less noticeable.

Although overdrive top was so high a gear, quite useful ability to climb main-road inclines remained, owing to the good pulling power of the current Anglia engine. When a reversion to normal top was desirable for a long main-road hill, it was better to make the change, with its one-second pause, while the car was still on the level. This anticipation became instinctive and natural with the drivers concerned in the tests.

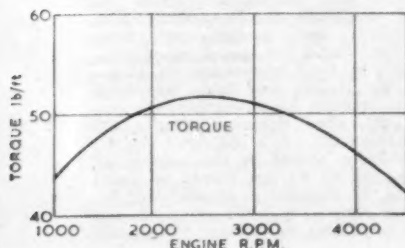
Valuable Middle Gear

The auxiliary gear box can be used to modify all the ratios of the main gear box, and although high first was not found to be of any particular usefulness, the car would start smoothly with this ratio. High middle gear, however, was a more valuable one, with its absolute maximum speed of 60 m.p.h., in place of the 45 m.p.h. of the normal second. Besides the fast climbing of quite steep hills that it made possible, it gave good acceleration between 40 and 50 m.p.h. This was useful for passing larger cars which were cruising at lower speeds in general, but were using what would normally have been their greater acceleration to try to keep ahead on all clear stretches.

Apart from this new range of middle-gear climbing and acceleration, the auxiliary box does not increase the performance of the model, but makes it more effortless and more economical. It was obvious that the longer the journey, and the higher the average speed, the greater the value of the device.

It did not complicate driving, unless, of course, an enthusiast were "playing" with it. Normally, the car was driven in its normal ratios in London, on congested main roads, and in the Cornish lanes. On all the more favourable main road journeys, even in undulating country, the car would travel happily for miles in overdrive top.

The Handa overdrive auxiliary gear box is made by Vehicle Developments, Ltd., 213-215, Gloucester Place, London, N.W.1, and the Anglia or Prefect version costs £40 10s, which is increased by a fitting charge of approximately £5



The new Anglia engine develops maximum pulling power at a higher speed than did its predecessor. As the torque is well maintained at high r.p.m., the performance remains adequate at speed



**VEHICLE
TESTS:
THE PROMISE
HERE—THE
PRACTICE IN
NEW ZEALAND:
A NEW
ROAD
OFFENCE?**

THE LORDS IN ACTION

PROCEEDINGS in the House of Lords were of much more than usual interest to motorists when their Lordships dealt with the Road Traffic Bill in a three-day debate last week. They effected one major modification to the proposals, when an Opposition amendment was carried which removed the proposal that testing of lights, brakes and steering of cars should be carried out by private garages appointed by the Minister of Transport. A proposal to delete the whole of this clause was averted by the Lord Chancellor's assurance that further consideration would be given to the remaining provisions of the clause. The effect of this was to ensure that any testing scheme which may survive further operations upon the proposals will be under the direct *egis* of the Minister—a Civil Service, in fact.

There was considerable debate upon a clause which it is proposed to introduce into the Bill, to provide for the punishment of motorists who cause the death of another person by reckless or dangerous driving, creating a new offence between dangerous driving, carrying a maximum penalty of two years imprisonment, and manslaughter with a maximum sentence of life imprisonment.

Lord Merthyr, proposing that this new offence should carry a five-year penalty, said that Section 11 of the 1930 Act was insufficient to deal with the worst cases of dangerous or reckless driving, and the alternative of manslaughter was unwieldy and inappropriate.

Lord Halsam argued that it was illogical to attach a special penalty to an offence which was intrinsically the same, whether or not death was actually caused.

Lord Goddard, the Lord Chief Justice, heartily commended Lord Merthyr's proposal, saying that if there was reckless driving and it resulted in death it always was, and ought to be, manslaughter. But juries hated the word, associating it with murder trials, and although the Judge might tell them: that they need not be

afraid that anything approaching murder was involved, they would not return verdicts of manslaughter. The great advantage of the proposal was that a simple issue could be put to a jury.

Lord Goddard said that he had always thought it a reflection on the law that driving under the influence of drink was punishable only by a sentence of six months, and driving dangerously by a sentence of two years. He was glad the Bill increased the sentence for drunken driving, but for people to drive under the influence of drink was as serious as attempted murder. The trouble was that the courts would not pass proper sentences.

The Lord Chancellor said the Government had been anxious to have the guidance of the House on this difficult question.

As he foresaw the proposal, in the ordinary case where death had been caused by driving a vehicle either recklessly or dangerously, the Director of

Public Prosecutions would proceed, and not indict for manslaughter unless the case was exceptional.

He assumed that the House was in general support of the proposal to constitute a new offence, and the Government would produce a clause at the next stage of the Bill.

A request by Lord Brabazon for the removal of the speed limit between the hours of midnight and 5 a.m. was resisted by Lord Mancroft. Lord Brabazon argued that it was absurd to have a restriction which was often disobeyed, during a period when there were no accidents.

Lord Mancroft said it was largely a matter of opinion whether the removal of the limit would help to increase road safety, but there were a number of accidents between the hours mentioned by Lord Brabazon. Between midnight and 1 a.m., he said, the accident rate was higher than for the rest of the night, and the number in the early hours of Sunday morning was alarming.

Roadworthiness Tests

THE Lords' decision reported above has the effect of ruling out private garages from the proposed compulsory tests of roadworthiness. This may well mean that the initiation of testing will be substantially delayed, or even prove outside the bounds of practical application. It is, in fact, difficult to see justification for the huge expenditure which would inevitably be involved, bearing in mind the expert opinion that vehicle defects do not constitute a major factor in the road accident problem.

In New Zealand, compulsory testing is carried out by private garages under Governmental authority. Every road vehicle there is required to carry a warrant or certificate of fitness, issued within the previous six months, by one of the authorities certified for the carrying out of the necessary examination of the

vehicle concerned. The right to issue warrants may, in appropriate cases, be limited to motor cycles or to tractors only.

The warrant affirms that the vehicle has been examined and complies in all respects with the requirements of the traffic regulations concerning construction, equipment and condition of motor vehicles. Points for special examination set out by the Commissioner of Transport are: Brakes, head lights, rear vision mirror, warning device, windscreen wiper, tail light, wheel alignment, steering and door fastenings. It is laid down that the examination should be thorough in all cases, and no warrant should be issued unless the examiner is satisfied that the vehicle complies with the regulations and may reasonably be expected to maintain

that condition for some time. Wrongful issue of a warrant of fitness renders the garage proprietor responsible liable to have his authority cancelled.

Passenger service vehicles are required to carry, unless specifically exempted, a certificate of fitness issued by the Commissioner of Transport or an officer authorized by him, and goods service vehicles must also carry a certificate in place of a warrant. Exceptions are vehicles belonging to the Crown, a local authority or a public body, or a motor vehicle belonging to a farmer and used exclusively for the carriage of goods in connection with that business; in these cases a warrant of fitness is required.

There is a warrant of fitness "for daylight use only," in which case the vehicle must not be fitted with head lights, and the written consent of the Commissioner of Transport must be obtained.

Fee which may be charged for the examination of one's motor vehicle is 5s (3s 6d in the case of motor cycles and of trailers); any adjustments or repairs made to enable the vehicle to qualify are charged at the usual rates. The signalling devices and reflectors must comply with a list of those which have received official approval. Suggested routine for the test is:

Foot brake: Check rods, clevises and cables, or look for leaks in hydraulic system, examine hoses and so on, and check main supply tanks; on external brakes, and internal with inspection plates which are easy to remove, check thickness of lining.

Hand brake: Check clevises and rods and cables; check thickness of linings where easily seen; check holding condition of ratchet and pawl.

Road test (or equivalent instrument test): Hand brake must hold car stationary, backwards or forwards, on one-in-five gradient; at 20 m.p.h., foot brake must stop car in less than 40ft; at 20 m.p.h., hand brake must stop car in less than 70ft.

Steering: Jack up car and test king pins and wheel bearings; spin wheels and feel for damaged ball races in steering box; test all tie rods and drag link connections, and particularly examine all ball joints to see that slots are not so worn that they can become disconnected; see that steering box flanges are tight and that box is secure on chassis; check alignment; road test.

When steering parts are worn to an extent which leaves a doubt as to whether or not replacement should be insisted on, let the road test be the deciding factor, always having regard to the conditions under which the vehicle is operating and the mileage likely to be covered during the following half-year.

Head lights: Beam must be sufficiently strong to enable nature of road surface and substantial objects to be clearly visible at 150ft under normal atmospheric conditions after dark. Main beam must be focused so that the centre of the beam does not rise above a horizontal plane when the vehicle is on a horizontal surface, and is projected either parallel to the longitudinal centre line of the vehicle or leftwards from that direction. These requirements must be met under all load conditions. The dipped beam must be focused so that the centre beam descends at a rate of not less than 4in in 10ft when the car is on a horizontal surface.

A number of other minor provisions relating to lighting regulations which are not in accord with those of this country are omitted from this résumé.

"Hereby Licensed to Drive..."

TESTS of experienced drivers carried out by the British School of Motoring during 1954 revealed that as many as 25 per cent failed to reach the required minimum safety standard. This, the School considers, is a good representative figure which can be applied to British motorists generally; it means that the driver of every fourth car one meets would not, if subjected to a test, be passed as qualified to travel the roads alone and without an L plate.

More than 1,500 tests of professional drivers are conducted by the B.S.M. each year on behalf of private commercial firms and government departments. These tests, given on all types of vehicles—chiefly commercial—ensure that applicants for driving jobs are qualified on the particular vehicle which they will have to use, thus reducing the possibility of accidents. The B.S.M. claim that this system has reduced the accident rates of some fleet operators by as much as 50 per cent.

Four hundred and twenty-four failed out of 1,662 people tested in 1954. On what points did they fall short of the required standard? Three hundred and thirty-nine, or nearly 78 per cent, approached turnings too quickly, cut them or took them wide, or did not observe halt and slow signs—fundamentals of good road behaviour. Signals when changing direction or speed were omitted or wrongly given by 330 drivers.

Whether or not to use hand signals is a subject of some argument amongst experienced motorists; to pass the test, however, signals must be given correctly, and in the instruction booklet which B.S.M. issue to their pupils it is recommended that the hand should be used in daylight because it alters the outline of a vehicle to the maximum extent; also: "It requires a certain amount of self-discipline to give hand signals correctly and, in driving, self-discipline is a very desirable virtue."

Hand signals should be followed by an automatic signal, so that when the vehicle is actually turning, both the driver's hands will be on the wheel. Steering earned black marks for 256 drivers; some of them crossed their hands, which is not considered desirable

from a safety point of view. Normally the hands should be evenly balanced on either side of the wheel, and the school recommends a ten to two position—which, incidentally, is favoured by police instructors.

Over 76 per cent did not know the Highway Code, and approximately the same number did not use the mirror properly. That is a chief cause of failure in the Ministry of Transport test, said a B.S.M. instructor; students will not use the mirror. The School advises motorists to fit an outside driving mirror in addition to the interior one.

Positioning on the road was unsatisfactory in 309 tests—sometimes the driver held the crown of the road, and sometimes he did not adjust his road position to the speed of the traffic. Think of the conditions prevailing, and adjust your speed accordingly, says the instruction booklet. Factors which must be considered are the reaction time of the driver, which varies according to the degree of alertness of the individual, his state of health and mind; the condition of the vehicle, the weather, visibility and condition of the road surface.

Braking, observation and reaction and overtaking were faulty in more than 225 people out of the 424 who failed. Before overtaking, incidentally, the B.S.M. advocate a light toot on the horn to warn the driver of the vehicle in front that he is about to be passed. Most motorists in England seem to think this is an impolite use of the horn, but surely a warning is more polite, and safer, than surprising the overtaken driver, perhaps when he is about to change course.

A memorandum was sent to the House of Lords by the B.S.M., giving suggested amendments to the Road Traffic Bill. Their instructors believe that the majority of road accidents are caused by carelessness or unskilled driving.

One recommendation of the B.S.M. was that any person convicted of dangerous or careless driving should automatically be disqualified from holding a licence until he has passed another test, although they do not see why persons convicted of being drunk in charge of a car should be similarly treated.



In some States in the U.S.A. compulsory roadworthiness tests are already in force. Here, on the conveyor belt system, cars, buses and trucks come under scrutiny.

NEWS and VIEWS

New Factory

WORK has begun on the site of the new car body and sheet metal fabricating factory of the Pressed Steel Co. at Stratton St. Margaret, near Swindon. The first unit of the factory will be 630ft long and 480ft wide. It is planned to relieve the sides with square panels of stone, giving a chess-board effect. Eventually there may be a total of six such factory units on the site.

Index

THE index to volume CI of *The Autocar* is available at a cost of 1s, plus 1½d postage, and a binding case with index may be purchased for 6s 4d, including postage. Orders should be placed with Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1. The publishers can also bind the complete volume for 17s 6d, plus 1s 4d postage, and this price includes the supply of binding case and index.

The Highway Code

A PUBLICITY campaign for the new Highway Code is to be launched in April, with the backing of road safety authorities throughout the country. Theme of the April campaign will be "Get to know your Code." In May and June the slogan will be "Driving along—walking along," and in later months other schemes, stressing particular features of the Code, will be launched.

For Pioneers

MOTORISTS who held a motor cycle driving licence in 1915 are now eligible for companion membership of the Association of Pioneer Motor Cyclists, the hon. secretary of which is Mr. Ernest J. Bass, 39, Wanstead Place, Wanstead, London, E.11.

Travelling for Health

THE procedure for obtaining a special allowance of foreign currency for health reasons has been simplified. The patient's application should be supported by a medical certificate, signed not more than six months before, recommending

BLACKHEATH ON SHOW

IN his best form following an afternoon spent at Blackheath, near Cape Town, with the party of journalists visiting the Union of South Africa from London, Sir Leonard Lord made a typically racy speech at a banquet held in the city on the evening of February 16. Sir Leonard had shown the party round the new Austin assembly plant and had praised South African contractors for a well-done job, completed on time and strictly within contract price. The dinner was attended by members of the South African Government, including several Cabinet Ministers.

"The quality of that building," said Sir Leonard, "is something that we have



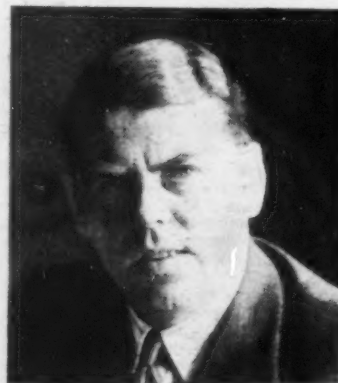
The Porsche military vehicle on test

PORSCHE are preparing production of a Jeep-like vehicle, designed for the defence forces of Western Germany but also likely to be made available for private customers. Known as the Porsche hunting car, the open four-seater is powered by the standard 1½-litre, air-cooled, flat-four Porsche engine, with a five-speed gear box driving to all four wheels, though the drive to the front wheels can be disconnected if desired. The swinging rear axles have been retained, but additional reduction gearing

for each wheel is built into the extremity of the axle tube. Springing is by torsion bars all round. The front wheels are driven by a central propeller shaft, with differential and short, open half shafts. The casing of the front differential carries the control pedals. The normal Porsche steering with divided track rods has been retained, and there are hydraulic brakes. The body is of unit construction, and to it the suspension, engine and drive units are bolted, so that they may easily be removed for servicing or repair.

S.M.M.T. Chief Executive

MR. STANLEY CLARK has been appointed Chief Executive of the Society of Motor Manufacturers and Traders, following a reorganization consequent upon the departure of Mr. R. Gresham Cooke, Director of the Society for eight years, on his election as Member of Parliament for Twickenham. Mr. Clark, a chartered accountant, joined the S.M.M.T. in January, 1946. As Chief Executive, Mr. Clark will continue to have



Mr. Stanley E. Clark

control of the organization of the Motor, Commercial Motor and other exhibitions at Earls Court organized by the Society. Mr. Cooke practised as a barrister until

the provision of currency for a stipulated period of not more than six months. If it is considered necessary on medical grounds for someone to accompany the patient, a recommendation to that effect should be endorsed on the certificate. Such a recommendation is not required if the patient and companion are husband and wife and either is over 60 years of age. Where possible, the recommendation should be on a special form of certificate obtainable from the Bank of England.

Maximum daily rate of the special allowance is—in France, for example—£4 per day for the patient and £3 per day for the companion. It is no longer necessary for such applications to be submitted to Medical Advisory Council. A grant on medical grounds does not affect the right to the usual basic allowance for pleasure travel.

not seen in England for many years," and he described the B.M.C. tour for the Press as "the education of the ignorant" as regards South Africa, a country of which he is very fond, and for which he sees a great future.

In response, the Hon. Paul Sauer, Minister for Lands, welcomed Sir Leonard as "almost a South African" and said that British cars had now changed their indifferent reputation into a good one. In speaking of roads in the Union, he told a story of the motorist who asked a local in the hinterland what the road was like for the remainder of his journey. "Oh," was the reply, "except where it has been made up it is really quite good."

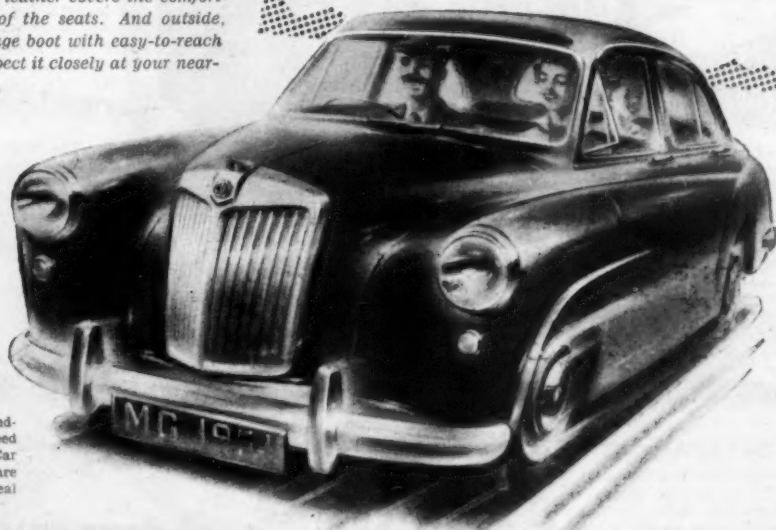


Here's the car that lets you have it both ways! The new M.G. Magnette clothes a 1500 c.c. engine in an elegant saloon body—an engine bred in the M.G. tradition of vivid power and performance.

He will recognise the M.G. characteristics: spry acceleration; a high cruising speed in rock-steady safety and comfort; firm, direct rack-and-pinion steering; well-damped suspension. They're all here—everything that makes motoring fast and fascinating—in the new M.G. Magnette.

While he's purring over its sporting pedigree we suggest his wife takes a good look at the M.G. Magnette inside and out. Notice the walnut fascia panel, walnut window sills and the excellent, all-round visibility. Safety-glass is fitted throughout; real leather covers the comfortable upholstery of the seats. And outside, look: a big luggage boot with easy-to-reach spare wheel. Inspect it closely at your nearest M.G. dealer's.

Everyone's pleased
WITH THE **MG**
MAGNETTE



REMEMBER

Quality and dependability are guaranteed by the B.M.C. Used-Car Warranty and you are certain of a good deal when you sell.

Safety fast

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London Showrooms: Stratton House, 80 Piccadilly, London, W.1

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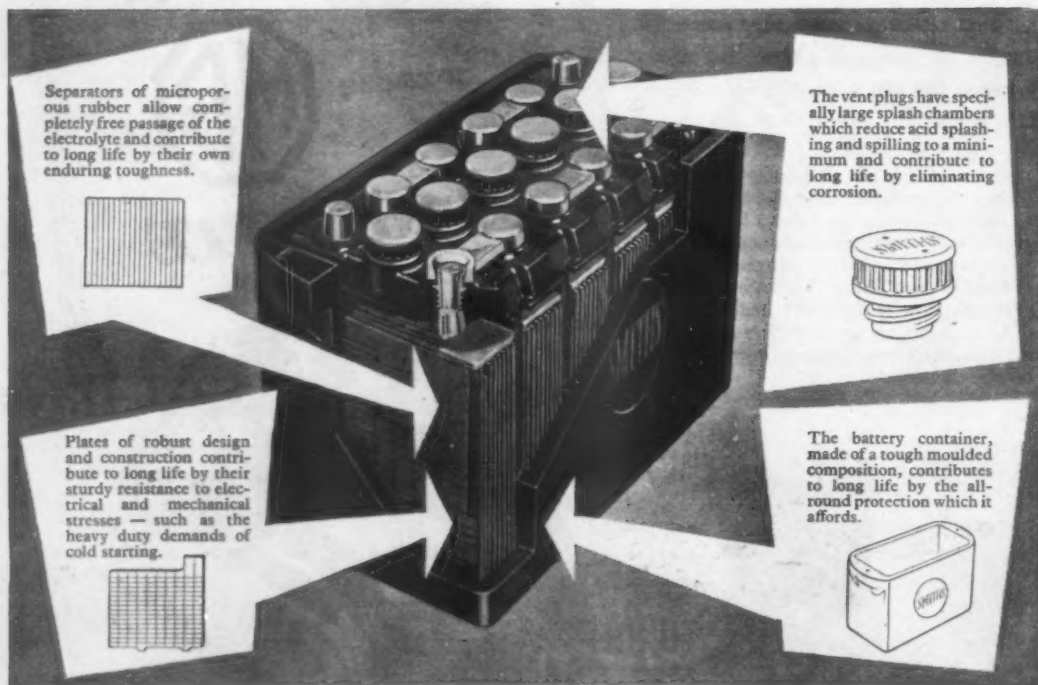


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Smiths car batteries are made for *life* — a long life of really hard work. Every part of a Smiths battery makes its own contribution to this long life.



* Every Smiths battery carries a 6 months guarantee and is covered by the 24 months replacement scheme.

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NEWS and VIEWS

he became secretary of the British Federation in 1935. From 1938 to 1946 he was secretary of the United Steel Companies.

Driving Tests for Eire?

THE possibility that the Eire Government may soon introduce a driving test on similar lines to that of Great Britain is exercising the minds of the country's 440,000 motorists, who are anxious to know whether those who already hold licences may be required to take a driving test. Although no official assurance is forthcoming, a spokesman is reported to have said that it is unlikely that those holding current licences would be required to take the test.

Institute Dinner

MANY of the motor industry's highest executives were among the 750 members and guests of the Institute of British Carriage and Automobile Manufacturers at the annual dinner and dance at Grosvenor House, London, W.1, last Tuesday. Speeches were only four in number and were commendably brief. Mr. J. W. Shirley, president of the National Federation of Vehicle Trades, proposing the toast of the Institute. The president of the I.B.C.A.M., Mr. W. Curtis Maton, now in his third year of office, replied, after which Mr. Kenneth Horne, the vice-president, toasted the guests in his inimitable style. Mr. W. J. Connolly, Master of the Worshipful Company of Coachmakers and Coach Harness Makers of London, displaying a pretty wit in his response.

Radar Speed Check

AT the request of the Minister of Transport the Chief Constables of Buckinghamshire, Hertfordshire and the city of Cambridge have been experimenting on the road with radar speed meters of the type which has been used in the United States for the enforcement of the speed limit. In America a sign is placed on a road where the

MEMBERS of the British Motor Trade Association—the organization which has been subjected to a good deal of publicity recently through its placing of cut-price sellers of motor tyres on a supplies stop list—held a Press conference at the Association's headquarters in Fitzhardinge Street, London, last week, at which Press representatives were invited to fire questions on the Association's work at a panel of retailer members.

The questions were many and varied; in the answers it was repeatedly stressed that the B.M.T.A. is not a price fixing organization, and it does not support price rings. The members include both retailers and manufacturers; the latter give a written undertaking that the prices which they wish to have protected are not fixed in collaboration with other manufacturers. If a person or concern is alleged to be selling price-fixed goods above or below that price, investigation and restraining action is taken by the B.M.T.A. only at the request of the manufacturer concerned.

Asked how the situation in this country compared with that in North America, the secretary, Mr. K. C. Johnson-Davies, said in America price maintenance was under the force of law, whereas in this country

radar meter is in use. From time to time the meter is read and if a vehicle is travelling at an excessive speed, it is pulled up.

The experiment went on for a week in the police districts referred to, for the purpose of obtaining first-hand information on how the apparatus works. The police chiefs concerned have sent their reports, which are confidential, to the Minister.

Aluminium for Long Life?

ENGINEERS of the General Motors Corporation of America claim to have developed a process of coating some

any price maintenance system was specifically forbidden recourse to the law.

A member pointed out that the price maintenance system fought overcharging as well as undercharging, and another member said the B.M.T.A. was really the police force of the industry.

During discussion of tyre prices, members of the panel said that the dealer paid 15 per cent below retail price—apart from a small settlement discount for payment within a fixed period—for car tyres; for giant tyres the percentage was seven and a half. One of the conditions of sale was that the retailer must maintain premises at which tyres could be serviced and changed. But for the price maintenance scheme, the public would have had to pay a great deal more for tyres since the war, and in fact in Great Britain tyres were cheaper than anywhere else in the world.

When the questioning turned to stop lists, members of the panel said that to place a person on the stop list was exceptional—the usual action was to warn or to impose a small fine, and obtain an undertaking not to break the conditions of sale again. At present there are no names on the general stop list; 74 on the vehicle list, three on the spare parts lists and 13 on the tyres list.

steel parts of a car engine with aluminium in such a way as to increase the life of the component by as much as 100 per cent. An even coating of aluminium is achieved by spraying direct on to the metal part and then heating in a flux bath until the coating melts. It is claimed that the process secures its results by protecting the parts from oxidation and corrosion. The technique is said to be particularly well suited to the treatment of car engine valves, which on test have had lasted twice as long as untreated valves of the same steel under the same test conditions. The process is being applied to other moving parts of a car engine, and it is expected that it will also be of value in other high temperature applications.



MR. A. F. DE JONQUET, director of Iliffe and Sons Ltd. and Louis Cassier Co., Ltd., died suddenly on February 17 in a nursing home at Hove, Sussex. He was in his fifty-ninth year. For 33 years he had been intimately connected with Great Britain's motor industry. In the last 10 years his increasing

responsibilities brought him into contact with the wide range of Britain's leading industries, and his charm and courtesy were well known. He was born in London and educated in England and in Paris, where he intended to take an engineering degree at the Sorbonne University. The outbreak of the 1914 war found him on holiday in what was then known as Bohemia. He made his way back through Switzerland to England, where in April, 1915, he joined the Inns of Court O.T.C. and obtained a commission in the King's Own Yorkshire Light Infantry, with which regiment he served in France on the Belgian sector until 1917, when he was seconded to the R.F.C. In 1919 he was demobilized and started his business

Mr. A. F. de JONQUET

career in London on a farming journal.

In 1921 he joined the firm of Iliffe and Sons Ltd. as an advertisement representative for *The Autocar*, in which capacity he very soon won the respect of all with whom he came into contact. Behind his expansive smile, as many may have found to their cost, lay a will of cast-iron firmness. But nothing was too good for his staff and always he saw that he obtained it for them. He swept through the years with gracious charm first to become in charge of the Advertisement Department of Iliffe and Sons Ltd. and later a director of both that Company and three associated companies. Yet he remained what he always had been—a man who understood his fellows and believed in good fellowship, and above all a man who knew the secret of how to make the most of life. He is survived by his wife, in whose bereavement his many friends, colleagues and acquaintances share.

The funeral took place last Tuesday at the Downs Crematorium, Brighton, Sussex. A memorial service will be held at the Queen's Chapel of the Savoy, Savoy Street, Strand, W.C.2, on Tuesday, March 1, at noon.

Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

Manna from Heaven

THERE are those to whom the disorganization caused by a good fall of snow is a source of genuine pleasure and amusement; as long as I can get to the office more or less on time, I agree with them. But I do not think I should have enjoyed a colleague's recent experience.

One morning during the recent heavy snow, while it was still dark, the postman called at his door. "What's it like out?" the G.P.O. was asked. "Roads are terrible," was the reply, "there's nine buses stuck on the hill." "Oh, Lord," said my colleague, "I suppose it's time I went and joined them." "You'll be lucky if you get out of the garage," the postman said, "there's a fire tree down across the drive."

The next hour was spent in sawing it up and towing the pieces away.

No Middle Cut?

WRITING from Ontario, a correspondent chides me in kindly fashion for the publication of the paragraph, concerning prices in British Columbia, which appeared under the heading "Middle Cut" in the December 17 issue. There is no middle cut in B.C., he says, to account for price variations, and instances the Ford as a typical example of retailing. The price list which he sends shows that Ford products are negligibly dearer in Vancouver than they are in Montreal and Halifax (thirty dollars for the Anglia). To the manufacturers' prices need be added only licences, pre-delivery inspection charge, heater charge and any other extras. British Columbia, he says charges a 3 per cent tax for social security, and licence



Social security

fees are higher than in most provinces, but not as high as in the U.K.

Products of the major British companies are marketed by overseas subsidiaries of the company, such as Ford, Austin, Morris, Rootes and Standard of Canada; British Motor Corporation products retail at the same price from coast to coast, in spite of the distances involved from east to west. By contrast, the domestic product, manufac-

tured in Ontario, is priced f.o.b. factory and shipped overland (if I may use the expression) by expensive rail or road transport, adding \$250 for a popular car.

My correspondent makes it plain that I owe B.C. an apology, and also that he enjoys the controversies started by these paragraphs; such interest is what keeps them going, and I am grateful to correspondents who write to me, especially when they conclude, as does this one, with such a salutary Ministerial statement as that of the Alberta Minister of Highways: "Highways cost nothing—they pay for themselves." Mr. Boyd-Carpenter, please note.



Sizable stone

Rare Railway Accident

THE Scribe has been in a railway accident! No, it was not at a level crossing, but in passing under a bridge on which workmen were attending to the permanent way. A sizable stone fell from the bridge and, if it had to hit the car, it could not have chosen a more suitable spot for minimizing the damage. It landed plumb on the bezel of the left-side head lamp, which, being of curved section, acted nicely as a shock absorber, receiving a considerable dent in so doing. The dent will probably be hammered out quite easily.

Even if a new bezel should prove necessary the cost will be only a few shillings, but had my arrival under the bridge been a fraction of a second earlier the stone might have made a nasty dent in the bonnet or in the roof panels, and the repair and necessary respraying afterwards might easily have run into pounds.

Inevitably I was reminded of the notice which used to appear in railway carriages (and may still do so for all I know) to the effect that bottles and similar articles should not be thrown out of carriage windows for fear of hurting men working on the line. I expect that, conversely, men working on the line are warned not to let hard objects fall off the bridges. The stone could, of course, just as easily have landed on a pedestrian's head as on my car. Happily this form of accident must be extremely rare.

Instructive

YOU would not think that 900 people would attend an instructional evening on the subject of vehicle instruments and heaters, even if they were the products of the largest manufacturers of such things. I was flabbergasted by the sight of Reading's Olympia with such a crowd on a recent evening. The occasion concluded with a quiz on instrument servicing and allied subjects, and the questions were phrased with canny good humour while indicating a genuine search for knowledge. One which particularly interested me was, "Why do the motoring journals find it necessary to publish true and indicated speeds in their road tests of new cars?" and the answer was that an inaccuracy of 5 per cent is tolerated in speedometers (actually the law tolerates up to plus or minus 10 per cent at a speed of 30 m.p.h.). There is a hint of ingenuousness about this answer and I wish that car manufacturers could agree that the optimistic speedometer should be banned. Speedometer manufacturers have no difficulty whatsoever, I am sure, in producing consistently accurate instruments.

Around the hall were the company's other products displayed for cursory study. Your Scribe was due for a much closer lesson than implied thereby. On the way home (with digressions) I had a flat tyre on the crown of Chertsey Bridge, Surrey. The time was 12.45 a.m. and it was raining. It always is, so that my intimate contact with the company's jack was, none the less, a short one—a record pit stop, you might say.



Playpen

Toddlers

BY one of London's famous hotels, cars had come to a complete stop with, seemingly, no escape either backwards or forwards. It struck me as a little incongruous that the only way to get through was by walking. It struck me also that some of the motorists who have lost the use of their legs will have to start finding it again if congestion gets much worse in the city. I have started right away by buying a playpen.

VELOX! CRESTA! WYVERN!

the hat-trick by Vauxhall

What great cars these new Vauxhalls are! See their handsome styling, radiant colours and superb finish. Enjoy the spacious comfort of their smooth-as-air travel. Feel the power and pull of their long-life "square" engines. And listen . . . that's silent running for you! Ask your Vauxhall dealer about the 1955 models now. Enjoy a trial run — and then consider Vauxhall economy in price and petrol. Here, truly, is motoring value at its zenith.

THE 6-CYLINDER CRESTA

All the verve of the Velox, plus added luxury in styling and appointments. Choice of 11 colours, including 4 two-colour options. Leather upholstery.
Price £595 plus £249.0.10 P.T.

THE 4-CYLINDER WYVERN

Outstanding economy with unusually good performance. 1½ litre engine. Maximum speed over 70 m.p.h.
Price £495 plus £207.7.6 P.T.

All models have "square" engines with 6.5 or 7.3 to 1 compression ratio.

The six-cylinder Velox

Outstanding performance with unusually good economy. 2½ litre engine. Choice of seven attractive exterior colours. Maximum speed over 80 m.p.h. Exceptional top gear performance.
Price £535 plus £224.0.10 P.T.



Vauxhall Motors Limited • Luton • Bedfordshire

SHELL present a new multigrade oil in the Shell X-100 range

**10W/30—gives
more m.p.g. and even longer engine life**

This additional grade in the Shell X-100 range has all the advantages that have made this famous oil the choice of millions of car-owners all over the world. It fights acid action, main cause of engine wear, so giving longer engine life. It keeps your engine clean and sweet running. And in addition, Shell X-100 10W/30 has remarkable new properties.

A new component ensures that Shell X-100 10W/30 flows as freely as a normal 10W grade oil when cold, yet is as thick as a normal 30 grade oil when hot. From freezing point to racing heat your engine enjoys perfect lubrication.

Costs more — but worth it. This new component is expensive to make; the new grade is expensive to buy. *But it saves much more than its extra cost.* It guarantees more efficient lubrication from the very first turns of the starter. The protective powers of Shell X-100 reach right through the engine *immediately*, so ensuring even longer engine life. Shell X-100 10W/30 also reduces oil-drag, relieving strain on the battery and giving up to 15% more miles per gallon. And it reduces carbon deposits—your engine keeps its full power longer.



Advantages of Shell X-100 10W/30	
Is ideal for 'stop-start' motoring	✓
Lubricates instantly, hot or cold	✓
Protects completely, hot or cold	✓
Gives up to 15% more m.p.g.	✓
Reduces carbon deposits —engines keep full power longer	✓
Eliminates need for seasonal oil changes	✓

IMPORTANT: Shell X-100 10W/30 gives best results in four-stroke petrol engines in good mechanical condition. Like all the Shell X-100 range of oils it is detergent, and if you have not been using a detergent oil you are recommended to drain the sump after the first 500 miles on the new grade and refill with fresh oil.

If you normally use S.A.E.20 grade you will find about the same oil consumption after changing to 10W/30. If you are used to S.A.E.30 you may notice some increase, but this will be amply repaid by saving in fuel, reduction in wear, and a useful increase in battery life.

Shell X-100 is available in all the following five grades, S.A.E. 20/20W, 30, 40, 50 and now S.A.E. 10W/30 (Multigrade).

Shell X-100 10W/30 is sold only in sealed tins.

for longer engine life

it fights acid action—main cause of engine wear

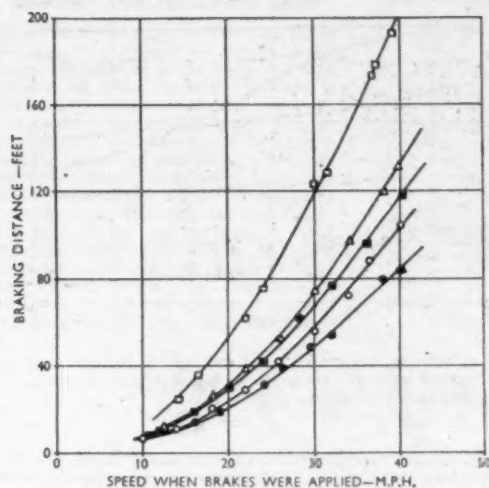


Fig. I: a comparative graph showing braking distances on dry concrete

- All four wheels braked
- Rear brakes only
- One rear brake disconnected
- One front brake disconnected
- △ Front brakes only

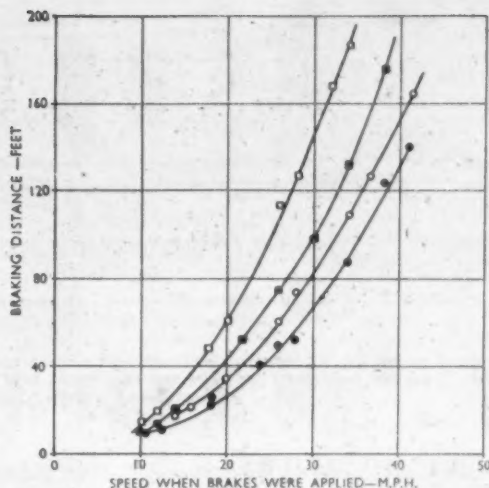


Fig. II: a similar graph showing braking distances on wet concrete

INSULT TO INJURY

New Roads, Not New Tests, to Cut Accidents

By GORDON SHARPE, A.M.I.Mech.E., M.S.A.E.

IN the new Road Traffic Bill, much in the news at present, one controversial clause enables the Minister of Transport, in the words of the official explanation, "... to require that motor vehicles shall not be used unless their condition and that of their equipment (e.g., steering, brakes and lighting) has been examined, and to appoint examiners or set up testing stations where the examinations can be carried out ...". The British motorist, after paying purchase tax, road tax and petrol tax, may yet thus be entitled to use his own car on the roads only if it meets with the approval of some Ministry-appointed officials, as yet unnamed.

This provision of the Bill presumably has been prompted by the high road-accident rate, which is a matter of considerable concern to everyone. Unfortunately the scheme cannot be expected to bring about any appreciable reduction in the number of accidents, and it would appear rather that the Government intends to place this additional imposition on the road user merely to impress the public at large that something is being done. The Minister knows very well that the appalling condition of the roads, and their inadequacy for the ever-increasing volume of traffic, is the primary cause of accidents. He is also aware that this is due to the fact that trifling sums of money have been spent on the roads for many years past, and that had but half the annual income from taxation of road transport of all types been used for the purpose for which it was intended the present serious position would not have arisen.

Before the increased—though still inadequate—road development plan begins to take effect, the accident rate will almost certainly rise, or at least maintain its present level. The Government, no doubt, hopes that in the intervening years the scapegoats will be those individuals who are found to have defective vehicles and are fined (or imprisoned?) for using them without test certificates. Publicity given to these cases will doubtless serve for a time to distract attention from the root cause of accidents. If the vast sums of money to be wasted on the testing scheme were directed instead to road improvement, the accident

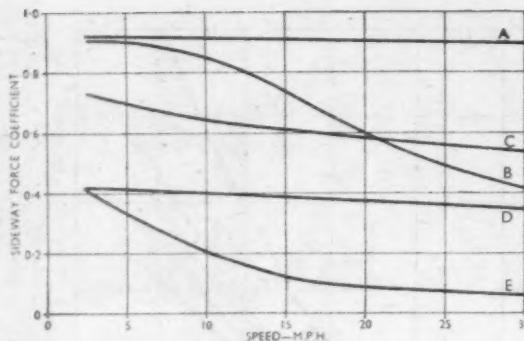
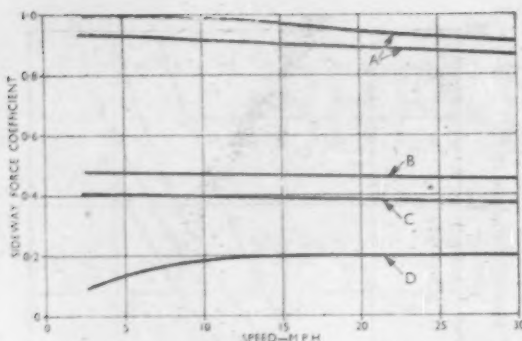
rate would be reduced more effectively and permanently. Can the Government honestly say that it is deeply concerned at the number of deaths and injuries received on the roads when it is preparing to spend, immediately, more than twice as much money on modernizing the railways as on making the roads safe?

Brake testing would appear to be the main object of compulsory vehicle inspections. How will they be tested, and what will be the minimum standard, has not been specified, but the whole question was reviewed by the Road Research Laboratory of the Department of Scientific and Industrial Research—whose reports are authoritative—in a paper published in 1953.* This Government department found that "the friction between tyre and road is of fundamental importance in relation to braking performance, and should be as high as possible under both wet and dry conditions. On a good non-skid road some vehicles may not have sufficient braking power to lock the wheels, and in this case the condition and adjustment of the braking system, rather than the friction between tyre and road, determines the deceleration or braking performance of the vehicle."

Some vehicles, we are told, might not have sufficient braking power on good road surfaces, but the percentage of them to the total on the road is small. What is not said is that every vehicle on the road with brakes of acceptable standard is liable to be involved in accidents due to skidding on the many hundreds of miles of road which have poor surfaces whether they are wet or dry. All that the compulsory tests will do will be to improve the standard of braking of a small minority in optimum conditions, and incidentally increase their liability to skid on bad road surfaces.

The research engineers say that: "Unfortunately it is still not uncommon to find roads where the surface becomes slippery in wet weather, or to pass suddenly from one surface which is non-skid and safe, to another which is slippery and potentially dangerous. It is not until all road surfaces have a high frictional coefficient when wet that the full

* The Braking Performance of Motor Vehicles and Brake Testing. By H. J. H. Starks.



Graph on the left (Fig. III) shows frictional coefficients at speeds up to 30 m.p.h. on different surfaces—A, clean and dry; B, dry with loose sand; C, wet with loose sand; and D, ice covered. On the right (Fig. IV) are typical results on wet surfaces—A, best surfaces; B and E, smooth looking surfaces; C and D, rough, coarse textured surfaces.

INSULT TO INJURY . . . continued

advantage of good braking performances will be obtained."

It is known that the percentage of new cars involved in accidents due to skidding, both on dry and wet roads, is higher than that of cars registered before 1939. Since the number of new cars is increasing and the number of old ones decreasing, it follows, then, that accidents due to skidding are likely to increase. This is the price of powerful braking on bad roads. On a poor surface the deceleration provided by brakes which are not so powerful may well be the maximum possible on that surface—and the driver retains the inestimable advantage of being able to steer out of trouble whenever possible. Admittedly there are other factors than minimum stopping distance to be considered when testing vehicle brakes.

But the Road Research Laboratory has found that the decrease in braking efficiency with front or rear braking only, or the inoperation of one front or rear brake, is less than that owed to the decrease in friction coefficient between a dry and wet surface. This is shown in Figs. I and II, from which it can be seen that braking with either one front or one rear brake disconnected on a dry surface is as good as the best obtainable with all four wheels braking evenly on a wet surface. The surface on which the tests were made—concrete—is among the best to be found on the roads today. From the graphs it would appear that the respective coefficients in the dry and wet conditions were in the nature of 0.8 and 0.6, which is an unusually close relationship.

When the compulsory testing scheme comes into force—as it undoubtedly may, if only because somebody, and certainly not successive Governments, must be blamed for the high accident rate—the dutiful motorist will take his car into the testing station as directed and come away with a document certifying that his brakes can stop his car from 30 m.p.h. in 40ft. But perhaps less than a mile away he may be involved in an accident arising from the circumstance that the car could not be stopped in 100ft from 30 m.p.h.—because the road surface had the low friction coefficient of 0.4, which is by no means rare.

A paper entitled "The Skid-Resisting Properties of Roads and Tyres," presented to the Institution of Mechanical Engineers by G. Grime and C. G. Giles, describes the work of the Road Research Laboratory on this important subject. Graphs reproduced here (Figs. III and IV) showed the results obtained on various surfaces. They are certainly not encouraging, though they refer only to speeds below 30 m.p.h.

Modern traffic often travels faster than that, and appreciation of this is shown by the authors . . . "skidding resistance measurements have recently been made on wet surfaces at speeds up to over 100 m.p.h. These show that coefficients continue to decrease up to the highest speeds at which measurements have been made; on a surface with an exceptionally good performance such as that shown by curve

A in Fig. IV, for example, the coefficient at 100 m.p.h. would probably be of the order of 0.5. On other more typical wet surfaces, coefficients at this speed would probably be of the order of 0.2-0.3 and, with some, the figure would probably be as low as 0.1."

When the number of different types of surface over which one may travel in so short a distance as 10 miles is considered, this is a sobering thought, not so much to the driver of the high-performance car, who is usually sensitive to such variations, as to the man who cruises at up to 60 or 70 m.p.h. in a normal saloon without the same delicacy of control.

With regard to the condition of tyres, it is pointed out in the paper that the two important features are tread pattern and hardness of tread rubber. But of these two factors it is said that . . . "To some extent their role is a secondary one, however, since it has been found that their effectiveness depends, to a greater extent than is often realized, upon the characteristics of the road surface on which they are employed." Once again the onus is not on the vehicle manufacturer or user, but upon those responsible for the roads.

Lengthy Procedure

There is no simple and quick method of assessing the true braking performance of vehicles on the road. Meticulous care is taken by brake manufacturers in the effort to achieve truly comparative results, and lengthy procedure is involved. Any compulsory testing system which would be practical must necessarily be abbreviated, and therefore could only partially achieve its object. Furthermore, owing to the large number of vehicles of all types on the road and the high rate of increase, it might be five years before a testing scheme was fully operative. By that time the percentage of pre-war cars could be very small.

Considerable technical advances since the war have resulted in post-war car braking systems which, compared with their pre-war counterparts, are more powerful, more stable, have greater reliability and are easier to adjust. It is mainly the earlier pre-war cars which suffer from poor braking performance, but no amount of testing will cure inherent faults in the braking systems of these cars. They may receive sufficient attention to get them through a compulsory test but, before long, most of them will have lost their tune and will be back to their relatively inefficient normal.

There was a time when it is possible that the testing scheme might have achieved a small measure of success, but that was in 1945 and the succeeding five years. The idea is 10 years out of date and the road improvement plan itself almost too late.

The graphs are reproduced from the papers referred to in the text, and *Experimental Investigations on the Braking Performance of Motor Vehicles*, by H. J. W. Starks and R. D. Lister.

Other aspects of these papers were discussed in *The Autocar* under the title "Geometry of Braking" on December 10, 1954.

Home Servicing Kit

THE idea behind a new home servicing kit is to provide a few simple, useful things, the price of £1 5s being less than the sum of what the items would cost individually. The contents are:

A brass syringe, with three different nozzles, one a long one—this is for topping up gear boxes and rear axles, which can rarely be conveniently reached in any other way; an Exide flexible plastic bottle top and battery filler, which automatically fills cells to the correct level; a small polythene funnel; a booklet for recording maintenance jobs, a tube of Dirty Paws hand cleaner (which is an excellent preparation); and eighteen rubber snap-on caps for grease nipples, which save clean-



A home servicing kit. The items are: Flexible plastic funnel, rubber grease nipple caps, hand cleaner, a battery filling bottle cap, and a brass syringe for gear oil

ACCESSORIES

ing before greasing, and also prevent the formation of an obstinate core of dirt in the nipple; this is an accessory which has been commended in past reviews and articles.

Home Servicing Supplies, 225, Belle-grove Road, Welling, Kent, are the suppliers of the kit.



Eversure's new petrol can, with its hinged funnel in the folded position

Filling Without Spilling

MANY cars have a fuel tank filler which is easy of access only to the nozzle of a hose, so that it is almost impossible to use the contents of a spare petrol can without spilling some over the coachwork, and sometimes also the luggage locker and wings.

A new gallon can by Eversure Accessories, Ltd., Kingston Road, Birmingham, 9, incorporates its own pourer. This



The filling funnel hinged away from the can, and in use

hinges away from the normal stowage position along the top of the can, and becomes a filling funnel, incorporating a fine, gauze filter. When closed, its nozzle is protected from dirt by a cap.

The Filla can and pourer has welded joints and is painted brown, blue or polychromatic silver. It weighs 4½lb, measures 1ft by 9in by 3in—a slim shape which helps stowage—and costs £1 19s 6d.

Pure Water

A WATER filter and softener called the Tapstiller has been introduced by Douglas Holt (Est. 1919) Ltd., 5, Eagle Street, London, W.C.1. The base is a polythene, flexible, plastic bottle. Into this screws another polythene container, filled with chemically active resins. When the bottle is squeezed, tap water is filtered free of minerals which otherwise would deposit "kettle scale."

It costs 5s 6d. Chemical refills are 3s, and one can see when refilling is necessary, because the resins change colour from dark brown to pale. According to the "hardness" of water used, each refill will produce from one to 20 gallons of purified water. There is a larger size of the device for garages, costing 7s 6d. This is a popular application of an established industrial chemical process.



The Tapstiller: the water filtering and softening element is removable when the water bottle needs refilling

Heater Kits

THERE are additions to the specialized versions of the basic K-L Monitor car interior heater, in which brackets and other installation details are tailored to fit particular models. The K-L 54/Hillman is for the Hillman Minx, Marks IV to VI

and VIII, and the Husky. The 54/Minor is for the Morris Minor Series II. Both cost £10 10s, and the makers are the Key-Leather Co., Ltd., 5, Urswick Road, London, E.9.

The K-L heater has its own radiator, mounted in a housing with a variable speed fan and motor, and coupled to the car's cooling water system by hoses. Wind-screen demister and defroster fishtails and ducts are provided. Experience with the heater in another edition, in a staff car, has shown that it is effective, sturdily made and satisfactory in service.

First Aid

A PACKAGE of first-aid dressings for motorists to carry is being made by Aidpax, 766, Springburn Road, Glasgow, N. In a waterproof nylon satchel are:—A tube of antiseptic cream, three bandages, long safety pins, cotton-wool and gauze dressing. The price is 6s.

More Luggage Room

AN increase in the accommodation available in the luggage locker of the Morris Minor saloon is provided by a deep-domed replacement lid which is supplied by the Alexander Engineering Co., Ltd., Haddenham, Buckinghamshire. It is claimed that the lid, which is of glass-reinforced plastic, can be fitted in 30 minutes; the price is £12 10s ex works. The replacement lid, which is supplied in red oxide finish ready for spraying to the body colour, is jig bored for ease of fitting. The effect of the doming on the lines of the locker, and the increase of accommodation it provides, may be judged from the accompanying illustration.

A bustle for the Morris Minor, by the Alexander Engineering Co.





Bright strips at the waistline and at the bottom of the body increase the impression of length. Direction indicators are built into the centre pillars. Jacking sockets can be seen below the body towards the rear of the front door. A trap door encloses the fuel filler cap, and over-riders are fitted to the bumpers

The Autocar ROAD TESTS



No. 1556:

RILEY PATHFINDER SALOON

THIS journal has awaited with interest the opportunity to road test the Riley Pathfinder, which was first announced at the London Show in 1953. Although it has been a long time coming, it is a car well worth waiting for. Completely different in appearance from previous models, it follows Riley tradition, being powered by the well-known 2½-litre high-camshaft four-cylinder engine. This is installed in a new chassis which carries the four-door, five-seater body. Like the previous 2½-litre which it supersedes, it is a long, low car, but the traditional body has been replaced by one with modern full-width styling which is aerodynamically functional and particularly pleasing. The clean, sweeping lines enable it to bear comparison with bodies produced by Continental coachbuilders.

With a basic price of £875, the Pathfinder combines good looks with satisfactory fuel consumption, and high performance and handling qualities that will more than satisfy the enthusiastic driver. The Riley is a particularly good all-round car. For example, the detail fittings and interior finish have not been spared in the interest of weight

saving. Equally important, the car has not been geared to give a very high maximum speed under particularly favourable conditions at the expense of lively acceleration which can be used every time the car is driven. It is very much a driver's car, and responds well to skilled handling.

The engine has a relatively long stroke, the stroke-bore ratio being 1.49 to 1; it develops its maximum b.h.p. at a modest 4,400 r.p.m., although the maximum torque is fairly high in the speed range at 3,000 r.p.m. The unit is robust and built to stand much hard driving. At very low speeds the engine is noticeably a large four-cylinder, but the slight lack of smoothness ceases to become apparent even before the driver leaves a built-up area to give the car its head on the open road. The car can be accelerated from as low as 10 miles an hour on top gear, but if maximum performance is required the gears should be freely used.

The engine starts easily, but during the test, much of which was carried out with air temperatures around freezing point, it was necessary to drive for three or four miles after a completely cold start before pushing the mixture control right in. It could be pushed partly in almost as soon as the engine had fired. With low ambient temperatures the water temperature gauge did not reach the "normal" position, and on one 100-mile run almost the entire radiator grille was covered without raising the water temperature above the "normal" mark on the gauge.

The transmission consists of a dry single plate clutch and a four-speed gear box with synchromesh on second, third and top gears. The clutch is light to operate, but on one or two occasions during over 1,000 miles of testing some clutch judder was experienced when starting from rest. During the standing-start acceleration tests a certain amount of clutch spin was noticed, particularly between third and top gear; this did not occur during normal road driving.



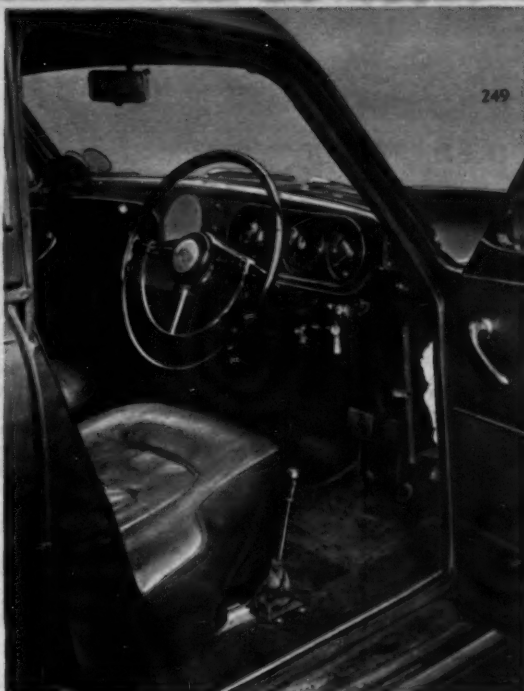
The familiar Riley radiator grille is built on to the bonnet lid, the dummy filler cap forming the safety catch release. There are twin fog lamps, one on each side of the radiator, just above the number plate, and the side lights are placed below the main head lamps

The gear-change lever is on the right-hand side of the floor. This is a convenient position, and enables a third person to be carried on the front seat; the test car was provided with separate front seats which can be supplied at no extra charge. The change mechanism is robust; it works well, has an easy action, and permits fast gear changing. Slight difficulty was experienced occasionally in engaging first gear. The synchromesh is effective. The gear ratios are arranged to provide uniform steps, normal change points occurring at 20, 40 and 60 m.p.h. An extra 10 m.p.h. can be used on all gears, if required, without over-speeding the engine.

The combination of a long wheelbase and a wide track results in a car that holds the road very well indeed. The suspension—by torsion bars at the front and coil springs at the rear—provides a smooth, level ride, and the standard of comfort in both front and rear compartments is high. The suspension is well damped; it is suited to high-speed driving on good roads, yet the degree of flexibility provided is adequate for rough and bumpy tracks. Driven "two up," the car has a slight understeer, and the directional stability is particularly good. The addition of rear passengers and luggage tends to reduce the understeer characteristics unless the rear tyre pressures are adjusted accordingly. The handling qualities of the Pathfinder inspire confidence, and it is a car in which a cruising speed of 80 can appear slow because of the degree of comfort and excellence of handling.

The Pathfinder has a turning circle of only 35ft 6in, which enables it to be manoeuvred very easily. The steering is accurate and the car can be cornered with precision. It has a satisfactory self-centring action, but a slight vibration is transmitted back through the mechanism to the driver's hands. At normal driving speeds the steering is light, yet in spite of its $3\frac{1}{2}$ turns from lock to lock it is a trifle heavy when manoeuvring the car in a confined space at low speed.

The hydraulically operated brakes are vacuum servo assisted and use a two-trailing shoe system at the front, with leading and trailing shoes at the rear. This system works well and provides adequate braking at relatively low pedal pressures. The brakes are progressive, and during the test they remained in balance after a number of stops from speeds around 100 m.p.h. To reduce routine maintenance, automatic adjusters are fitted to the front shoes. Towards the end of the test very light pedal pressure caused some brake squeal, but this disappeared when the pedal pressure was increased. An "umbrella" type of handbrake lever is mounted to the left of the steering column; it operates the rear brakes through a mechanical linkage.



The right-hand side of the driving seat is cut away to provide clearance for the gear lever. In addition to the glove locker there is an extra pocket on the inside of the body above the throttle pedal

Although the Pathfinder has a low overall height, the distance from floor to roof is ample. This has been achieved by sweeping out the chassis frame side members between the wheels, and placing the floor between the frame members instead of on top of them. This permits a generous seat height which results in a very comfortable driving position. The pedals are well laid out and are nicely spaced. They are correctly positioned in relation to the steering wheel, which is adjustable by means of a sliding spline arrangement on the lower end of the steering column. The one criticism of the driving position is that there is little room away from the clutch pedal for the driver's left foot, which has to rest on the irregularly shaped cover over the central tunnel.

The interior of the Riley is neatly trimmed in leather, and there is a carpet strip on the lower part of all the doors. Combined door pulls and arm rests are provided at front and rear, and additional door pull handles are fixed below the cappings on the front doors



The test car was fitted with glass deflectors on the front windows which can also be pivoted to act as forward facing air scoops



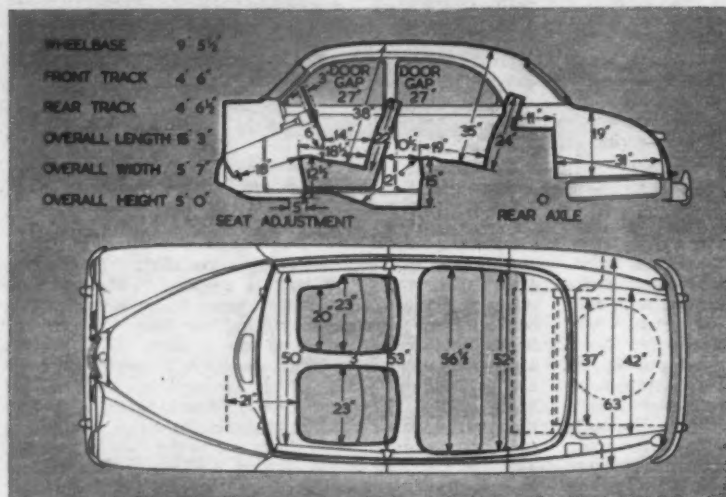
ROAD TEST continued

From the driving seat there is good all-round visibility, and the plated strip on top of the left wing can be seen from the driving seat. The screen pillars are relatively thick, but they are sufficiently far away from the driver's eyes not to form a serious blind spot. The rear side windows extend well back to about an inch in front of the rear seat squab. This, in conjunction with the large rectangular rear window, results in a very good field of vision in the three-quarter rear direction. The rear view mirror, attached to the top of the windscreen, is provided with a small steady bracket, the rubber end of which presses against the windscreen to prevent mirror vibration. The mirror does not obstruct the driver's forward vision and provides an effective rear view; it is fitted with a dipping device to minimize head light reflections from following traffic at night. The twin wind-

screen wipers cover a very large area of the screen, leaving only a small triangular section at the top corner of each side of the screen unwiped. The blades stop at the end of their stroke automatically when they are switched off.

With the exception of the clock all the instruments—which include speedometer with trip and total mileage recorders; tachometer, ammeter, oil pressure, water temperature and fuel gauges—are mounted in three circular dials in a recessed pressing in front of the driver. The pressing and the instrument dials have a matt black finish to prevent reflections. The instruments are illuminated by concealed lights which cause the green figures on the dials to glow. An additional position on the panel light switch is provided to operate a light for the trip and total mileage recorders on the speedometer. The clock is mounted above the

RILEY PATHFINDER



Measurements in these $\frac{1}{16}$ in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

PERFORMANCE

ACCELERATION: from constant speeds.
Speed Range, Gear Ratios and Time in sec.

M.P.H.	4.1	5.88	8.446	13.59
	to 1	to 1	to 1	to 1
10-30	11.0	7.4	5.4	4.4
20-40	10.3	7.5	5.6	—
30-50	11.1	7.5	6.2	—
40-60	12.0	8.5	—	—
50-70	13.3	10.8	—	—
60-80	16.6	—	—	—

From rest through gears to:

M.P.H.	sec.
30	5.1
50	11.9
60	16.7
70	23.5
80	32.8
90	49.1

Standing quarter mile, 20.6 sec.

SPEEDS ON GEARS:

Gear	M.P.H.	K.P.H.
	(normal and max.)	(normal and max.)
Top	97.5	156.91
	(best)	164.15
3rd	60-74	97-119
2nd	40-50	64-80
1st	20-30	32-48

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer:	10	20	30	40	50	60	70	80	90	100
True speed:	11.5	20	29.5	39	49	57.3	67	76	84	91

TRACTIVE RESISTANCE: 17.5 lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	200	1 in 11.1
Third	310	1 in 7.1
Second	430	1 in 5.1

BRAKES:

Efficiency	Pedal Pressure (lb)
90 per cent	100
82 per cent	75
69 per cent	50
40 per cent	25

FUEL CONSUMPTION:

21 m.p.g. overall for 224 miles (13.5 litres per 100 km.).

Approximate normal range 18-24 m.p.g. (15.7-11.3 litres per 100 km.).

Fuel, First Grade.

WEATHER: Dry surface, wind negligible. Maximum speed test only—fresh wind along course.

Air temperature 37-40 deg F.

Acceleration figures are the means of several runs in opposite directions.

Tractive effort and resistance obtained by Tapley meter.

Model described in *The Autocar* of October 16, 1933.

DATA

PRICE (basic), with four door saloon body, £875 0s 0d.

British purchase tax, £365 14s 2d.

Total (in Great Britain), £1,240 14s 2d.

Extras: Radio £47 14s 6d.

Heater standard equipment.

ENGINE: Capacity: 2,443 c.c. (149 cu in).

Number of cylinders: 4.

Bore and stroke: 80.5 x 120 mm (3.169 x 4.725 in).

Inclined overhead valves in hemispherical combustion chambers; pushrod and rocker operation.

Compression ratio: 7.25 to 1.

B.H.P.: 110 at 4,400 r.p.m. (B.H.P. per ton laden 63.4).

Torque: 134 lb ft at 3,000 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 20.1.

WEIGHT: (with 5 gals fuel), 31½ cwt (3,406 lb).

Weight distribution (per cent): F, 52.2; R, 47.8.

Laden as tested: 34½ cwt (3,886 lb).

Lb per c.c. (laden): 1.59.

BRAKES: Type: F, Two trailing shoe; R, leading and trailing shoe.

Method of operation: F, hydraulic, servo; R, hydraulic, servo assisted.

Drum dimensions: F, 12 in diameter; 2½ in wide. R, 12 in diameter; 2½ in wide.

Lining area: F, 103.5 sq in. R, 99 sq in (116.8 sq in per ton laden).

TYRES: 6.00-16 in.

Pressures (lb per sq in): F, 27; R, 27 (normal).

F, 30; R, 30 (for fast driving).

TANK CAPACITY: 13 Imperial gallons.

Oil sump, 12½ pints.

Cooling system, 17½ pints.

TURNING CIRCLE: 35ft 6 in (L and R).

Steering wheel turns (lock to lock): 3½.

DIMENSIONS: Wheelbase: 9ft 5½ in.

Track: F, 4ft 6 in; R, 4ft 6½ in.

Length (overall): 15ft 3 in.

Height: 5ft 0 in.

Width: 5ft 7 in.

Ground clearance: 7 in.

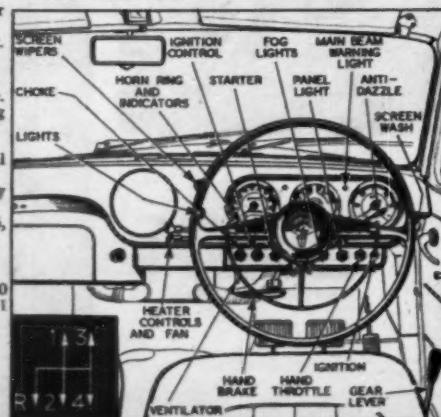
Frontal area: 20.46 sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 63

ampere-hour battery.

Head lights: Double dip; 42-36 watt bulbs.

SUSPENSION: Front, independent, torsion bars and wishbones. Rear, coil springs, radius arms and Panhard rod.





BACKGROUND TO JAGUAR BREEDING . . .



JABBEKE

From the village of Jabbeke, in Belgium, this magnificent motor road runs straight as a die so within a few miles of the Belgian capital. On this famous stretch Jaguar cars have attained many officially observed high-speed performances which include 122.75 m.p.h. over a flying kilometre by a standard Mark VII saloon.



JAGUAR

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more flexible. The improved All-Weather tread — exclusive to Goodyear — gives the greatest road-grip for quicker starts and safer stops. These are just some of the features that make the de Luxe the top-value tyre — features that give outstanding performance, luxury riding, greater safety — and more miles for your money! Get more money saving facts about the de Luxe by Goodyear from your supplier.



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FOR LONG LIFE AND LASTING WEAR



The spare wheel is carried in a tray below the luggage locker, and this can be raised or lowered by a screw mechanism in the floor of the luggage compartment. The electric fuel pump is housed in the right-hand side of the locker

ROAD TEST . . . continued

mirror in a position where it can be clearly seen by all occupants, but it is not illuminated. Below the instrument panel is a row of switches; to the left of the steering column are the choke, ignition control and starter, while on the right are the fog light switch, panel light switch and throttle control. The ignition switch is on the extreme right. In the centre of the fascia there is a circular grille which houses the loudspeaker for the radio, if one is fitted, and between this and the main instrument panel are placed the switches for lights, screen wiper and heater. In place of the usual foot-operated dip-switch, a small hand lever is provided on the right-hand side of the steering column. There is a semi-circular horn ring, which also operates the semaphore direction indicators when it is rotated in the plane of the steering wheel.

The quality of the interior trim and fittings is of a high order. Large doors are provided so that it is particularly easy to get in and out of the car. The front seat cushions are of ample proportions; they are nicely sprung and very comfortable. The squab angle is just right for comfort and control, and it gives good support for the shoulders. The rear seat, too, is particularly comfortable, and there is sufficient leg room for a tall passenger in the rear of the car, even when the seat in front of him is set back. Head room in the rear is adequate. There is a wide folding arm rest in the rear seat squab, and both sides of this are upholstered. The rear seat is wide enough to seat three people, although foot room for a passenger seated in the middle is limited by the small central tunnel.

The Pathfinder is a quiet car, and the wind noise level is pleasantly low. The absence of hinged quarter lights for the front windows makes it difficult to ventilate the car without causing a draught; this matter is at present receiving attention. The test car was fitted with two glass deflectors on the

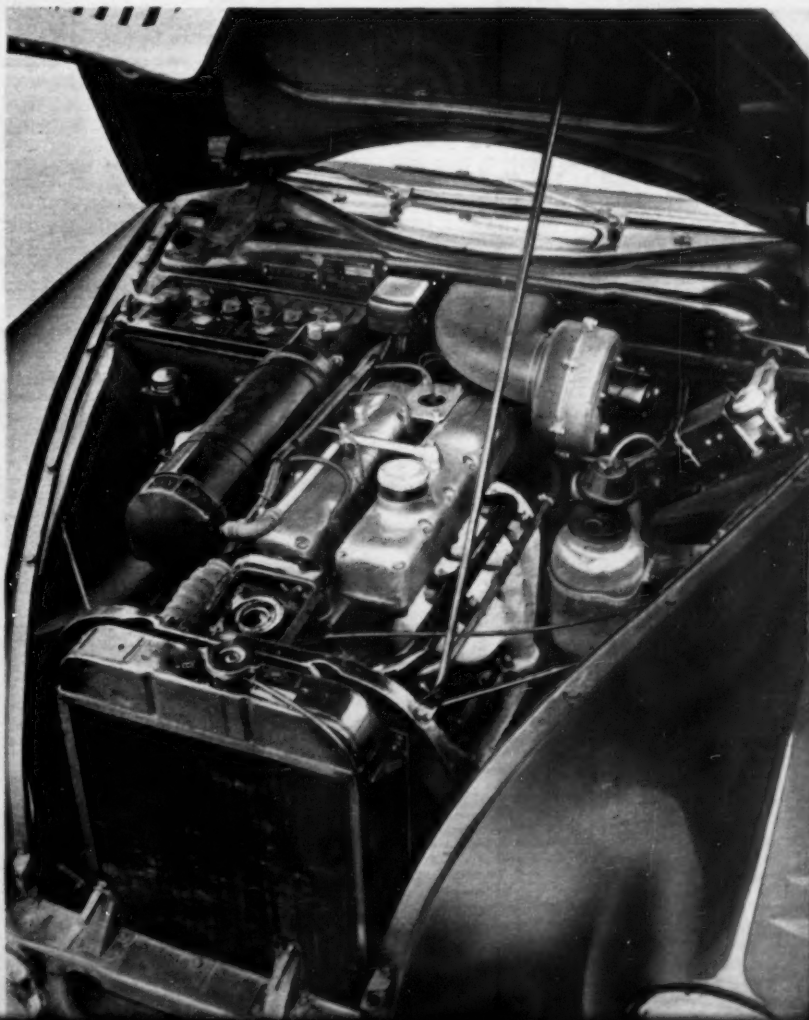
front side windows, and these can be hinged forward to act as air scoops to assist in ventilating the car in very hot weather.

In keeping with the character of the car, polished hardwood is used for the fascia and part of the door cappings, and the interior of the body is neatly trimmed in leather and carpet. Two interior lights are provided, one on each side of the rear compartment, and these can be controlled by interior switches as well as automatic switches operated by the rear doors. Above the glove locker in front of the passenger seat there is a map-reading light; this is also switched on automatically when either of the front doors is opened. There is a map pocket on the right-hand side of the body below the fascia. The tray behind the rear seat also provides useful carrying space for oddments; no door pockets are provided. The main luggage locker is large and well shaped, and on either side of the locker floor are small trap doors giving access to the tool compartments.

Eleven points require attention with a grease gun every 1,000 miles. A two-point jacking system is provided, with sockets midway along each side of the car. It is necessary to raise the bonnet in order to engage the starting handle.

The Pathfinder is a first-class sports saloon; it has a very good all-round performance and a high standard of detail finish. With all these qualities it represents very good value for money.

A large air cleaner is placed to the side of the inlet rocker cover, while the exhaust rocker cover contains the oil filler cap. The battery is carried on the right-hand side of the bulkhead, and in front of this is the brake fluid reservoir



DEVELOPING THE

EXHAUSTIVE TESTS OF A HARD-WORKING COMPONENT

THERE is more in a hydraulic spring damper than just fluid. That is, of course, obvious, but the average car owner is apt to overlook the fact—a tribute to the good service which the shock absorber or damper normally gives.

In the past spring dampers have not had a flawless reputation, sometimes because units of too small a size have been fitted, thus working continuously at too high a stress. This had the advantage, taking the long view, that it stimulated damper manufacturers to carry out extensive research and development work on their products and, as a result, considerable improvement has been effected in post-war years in the design and functioning of shock absorbers. Thus, such faults as leakage through seals, frothing of the liquid and the emission of noise have been largely eradicated, and the modern damper may be relied upon to function satisfactorily without attention for very long periods.

The modern damper is a component which the average car owner takes for granted, so that the old proverb "out of sight out of mind" certainly applies to it. It may, therefore, surprise many to learn something of the unceasing research work which is being carried out by shock absorber manufacturers. This may be broadly described as falling into two categories—to improve the product, and to make and test prototypes which become necessary as the car manufacturers design their new models.

A shock absorber which figures as standard equipment in a large number of cars is the Armstrong, manufactured by Armstrong Patents Co., Ltd., Beverley, Yorkshire, who have two production factories, one at Beverley making the piston-type instrument and the other at York concentrating on the telescopic type. Serving both these plants is a research and experimental laboratory at Fulford, where spring dampers are subjected to a series of tests to secure the characteristics required for a particular car and its suspension system; to ascertain that endurance is all that may be required; to ensure that they will function at extremes of temperature; and to make certain that they will operate without giving rise to noise which would become obtrusive.

Basic Principle

To appreciate the searching nature of the tests, which stress the dampers to a much higher degree than they will be subjected to in normal usage, it is desirable to have some understanding of the principle of operation of the Armstrong shock absorbers. In general, any hydraulic damper operates by forcing liquid through a restrictive orifice. The feature of the Armstrong telescopic shock absorber is that the flow of liquid is unidirectional.

As a wheel falls into a pot hole and the shock absorber is extended, the piston displaces the liquid above it, which flows through passages in the

top of the cylinder and passes via a tube into the space between the cylinder and the outer tube. At the same time the liquid in this space is drawn through a recuperation valve into the cylinder beneath the piston.

As the wheel rises out of the pot hole and the shock absorber is compressed, its piston descends, the valve in the bottom of the cylinder closes and the liquid passes through the restrictive valve in the piston into the upper portion of the cylinder above the piston. The quantity of fluid passing through the piston is, however, greater than the volume which is available to receive it, because of the increasing volume of the piston rod as the piston descends, and, therefore, there is still a flow of liquid from the upper part of the cylinder via the tube into the surrounding space.

The piston-type shock absorber is of the double-acting type, and works on the principle of pumping oil backwards and forwards between two cylinders through suitable valves, set to give the required degree of restriction in each direction. One of the cylinders is referred to as the rebound cylinder, and the other as the compression cylinder. A small "bleed," built into the valve, operates both on compression (axle moving up) and on rebound (axle moving down). As bumps become very severe on compression, pressure building up in the appropriate compression cylinder blows the compression valve off its seat at a predetermined pressure, controlled by the outer spring. Similarly on the rebound side, the

Fig. 1. A machine for testing telescopic dampers. The damper is mounted on the right, as shown here

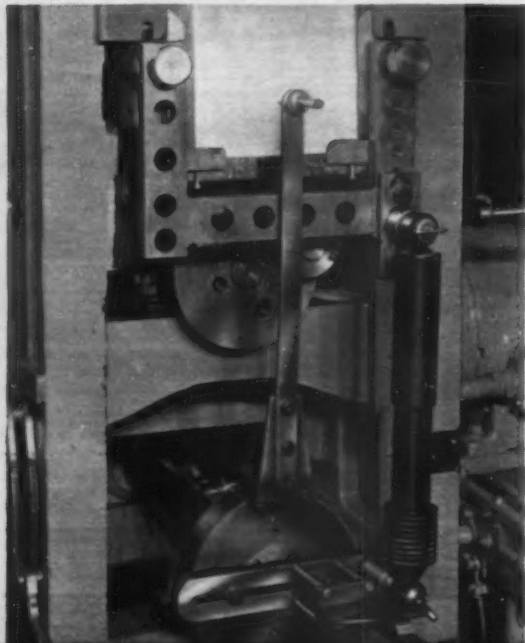
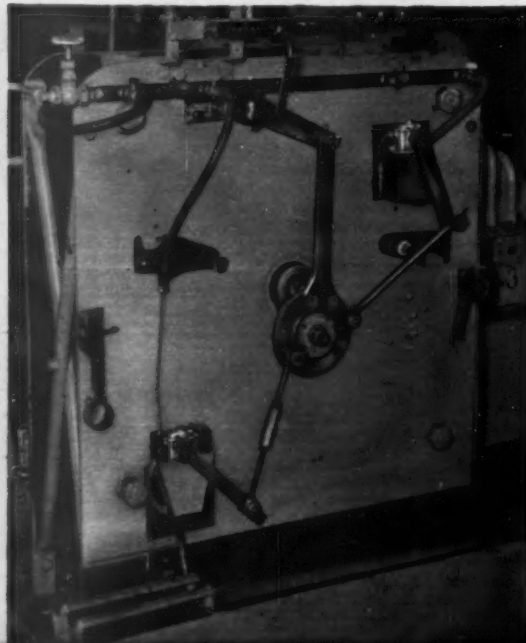


Fig. 3. A machine with an eccentric and connecting rods, for testing the durability of piston-type dampers



DAMPER

rebound valve is blown off its seat at a predetermined pressure controlled by the inner or rebound spring. It will be clear that by suitable adjustment of the springs, any range of blow-off up to the maximum rating of the particular spring damper can be obtained in either direction.

Exactly how much work a spring damper does is, of course, determined by the setting given to the valves. There is much data available resulting from long experience, but the work done is actually measured on torque testing machines. In these an electric motor, through suitable gearing, drives a crankshaft, from which a connecting rod imparts a reciprocating motion to

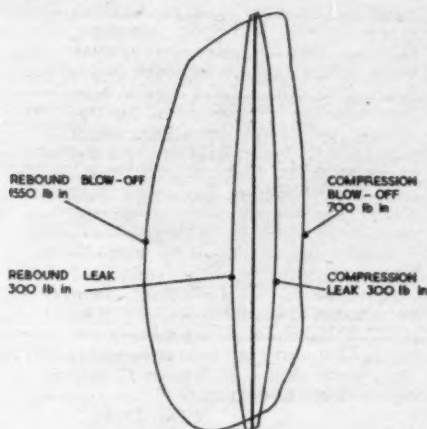


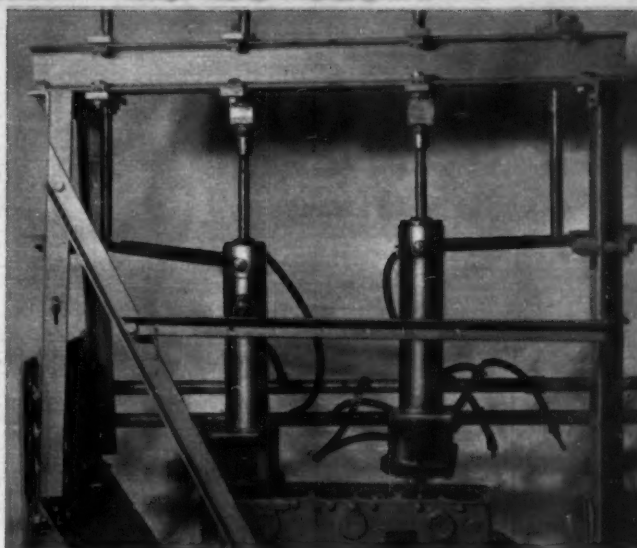
Fig. 2. Record card of a damper test with the machine illustrated in Fig. 1

a crosshead that carries a card, as shown in Fig. 1. The upper end of a telescopic shock absorber is attached to this crosshead and its lower end to a bracket bolted to a disc mounted on the end of a torsion rod, the other end of the torsion rod being rigidly attached to the testing machine.

As the machine operates, the shock absorber is alternately compressed, representing bump conditions, and extended, representing rebound conditions. As the shock absorber lower end mounting is set at a definite distance, usually 5 in, from the centre of the torsion bar, it imposes a torque on the torsion bar as it is compressed and extended. This torque is recorded by a pen, carried on a vertical extension from the disc on the torsion rod in such a way that it bears against the card carried by the crosshead.

The machine is first set in motion before the shock absorber is mounted on it, so that no torque is imposed on the torsion bar, and on the moving card is recorded a straight vertical line which represents the neutral axis. Then

Fig. 4. A rig testing telescopic dampers. Springs apply side loading



the shock absorber is secured to the machine which is operated at a low speed, the shock absorber being compressed and extended nine times per minute.

This is the leak speed, when the fluid is passing through the valves fairly freely, so that only a small torque is imposed on the torsion rod and the pen is moved only slightly sideways. This produces a loop on the card, representing the compression leak on the right-hand side and the rebound leak on the left.

Faster and Faster

The machine is then speeded up so that the damper, compressed and extended 104 times per minute, is now really working hard, because the hydraulic fluid is having to be forced through the restrictive valves. The torque imposed on the torsion rod is much greater and, therefore, the pen swings through a larger arc, inscribing a much wider loop on the moving card.

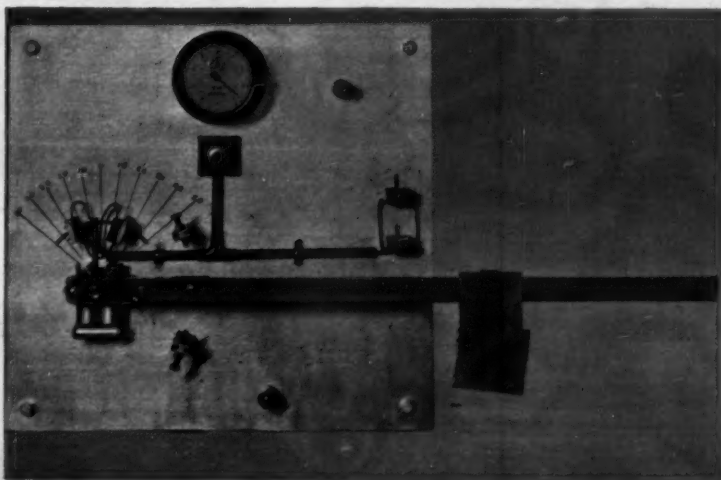
A typical card is shown in Fig. 2, and it will be seen that the area to the left, or rebound, side of the neutral line is much larger than that to the right or compression side. The figure, in fact, represents the work done by the shock absorber and from the distance of the curve from the neutral line the torque can be measured, the scale being that

1 in represents 1,000 lb per sq in. The blow-off curve represents the rating of this particular suspension damper.

From this torque testing machine and the diagram which it produces, the damper engineers can learn a great deal. Obviously, of course, it affords a measure of the work the shock absorber can do in controlling the car's springs. Apart from that, however, its shape is an indication of what is happening internally, and an irregularity in the curve is, to the experienced eye, a sign that a valve may be incorrectly set, or may be tending to bounce on its seat. Every production shock absorber is torque tested before it leaves the factory, so that the manufacturers can be certain that every one of them gives the desired performance when fitted on a vehicle.

Endurance tests are carried out on what is known as a rotary rig. To this machine a number of dampers can be attached and, in Fig. 3, two lever-arm type dampers are shown under test, though the machine could accommodate three more. This machine operates at a speed of 250 r.p.m., reproducing conditions equivalent to the treatment the dampers would receive on a very rough road. This endurance test is carried on until the shock absorbers have withstood at least one million cycles, the counter being attached to the top of the rig and operated by a

Fig. 5. Testing deflection resistance and speed of movement under a given load



DEVELOPING THE DAMPER: continued

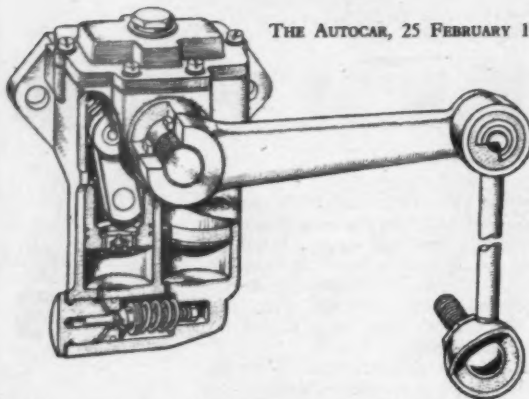
lever from one of the moving arms. The shock absorbers are surrounded by water jackets so that their operating temperature can be controlled during the course of the test.

Another endurance test rig for telescopic dampers makes use of an engine and gear box unit driven by an electric motor, the piston crowns having the lower ends of the dampers attached to them. The outer tubes of the shock absorbers are surrounded by water jackets, and coil springs impose a side load on the dampers. This rig, shown in Fig. 4, runs at 225 r.p.m. and, again, the dampers must endure at least one million cycles to be considered satisfactory.

Against the Clock

Another ingenious test is carried out on what is known as the "drop rig," Fig. 5. A large base plate, bolted to the test house wall, carries an electric clock which is graduated in seconds and tenths of a second. In the illustration a lever arm type shock absorber is seen under test. Attached to it is a lever arm carrying a weight. A short lever projecting at right angles from the lever arm lies between contacts which start and stop the clock, so that the time for the weighted arm to fall through a certain angle can be measured to a tenth of a second. This is a test of valve setting.

Quiet operation becomes more and more necessary as cars themselves continue to improve in this respect. In Fig. 6 is seen a lever type shock absorber undergoing the noise test. The



The interiors of a telescopic damper and a lever model

damper is bolted to the face of a cast-iron box, which amplifies any noise set up inside the damper. The operator, using a stethoscope, listens to the noise set up by the valves and by the passage of the hydraulic fluid through them, applying the metal rod in which the stethoscope ends to the body of the damper.

On another test rig, road conditions are simulated, a rudimentary form of chassis with suspension units and wheels being used. The wheels and tyres rest on large drums which are driven by an electric motor, and to which are bolted crossbars of various shapes and sizes, so that as the drums rotate the wheels and tyres are caused to rotate and have to withstand the shocks imparted by the crossbars on the drums. This test rig is shown in Fig. 7. One of the crossbars on the

drum has just passed beneath the wheel.

Apart from these searching tests many other facets of research work are carried out on shock absorbers. As a result of the automobile industry's intensive export drive, car manufacturers are sending their products all over the world and shock absorbers, therefore, may be called upon to work in the severe winter cold of the North American continent or in tropical heat. They must, in consequence, be unaffected by climatic conditions, which calls for a hydraulic fluid having a flat viscosity curve. The research laboratory is required to investigate fluid characteristics, and can test suspension dampers in a refrigerated rig.

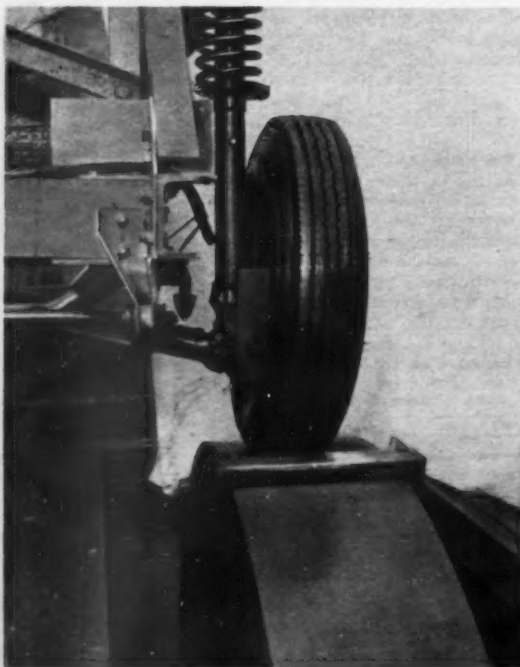
Rubber also is affected by temperature, and rubber seals reduced to a temperature of -45 degrees C. have been known to shatter if dropped. The research laboratory, accordingly, is equipped to carry out tests at temperatures lower than -45 degrees C. and higher than 120 degrees C.

A. G. D. C.

Fig. 6. An iron box on which a damper is mounted amplifies any noise set up in action



Fig. 7. A practical test, in which wheels revolve on drums which have a number of built-in bumps



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INTERESTING COMPETITION CARS

Though slightly higher than it need be, the prototype body is attractive. Subsequent cars will be lower and a very striking coupé body will be available

NEW FROM TOLWORTH

H.R.G. JOINS THE RANKS OF HIGH-PERFORMANCE 14-LITRE CARS

THERE are few firms indeed that have catered for the sporting motorist with such singleness of purpose as the H.R.G. concern. Ever since its early beginnings in 1935, sports cars—and nothing but sports cars—have been built at the works at Tolworth, in Surrey; true to the vintage tradition, they have always had an enthusiastic following both in this country and in America. It is of great interest to H.R.G. adherents and to all sports car drivers that the firm is now producing an entirely new car that is up to the minute in present-day sports car design and which will join the sparsely populated ranks of high-performance cars in the 14-litre class.

Gone is the box-section frame, with its half-elliptic springs at the rear and quarter-elliptics in front, to be replaced by a modern, welded tubular steel structure with transverse leaf spring and wishbone independent suspension at both front and rear. Gone, too, is the single overhead camshaft engine; a similar Singer engine, but with twin overhead camshafts, a forged steel crankshaft (instead of cast iron), special connecting rods, and two 40mm, twin-choke Solex horizontal carburettors, replaces it, for which 108 b.h.p. at 5,750 r.p.m. is claimed. The wire-spoked wheels have given way to cast magnesium spiders on to which are bolted Dunlop rims; and, perhaps most interesting of all, disc brakes are fitted. Resulting from the use of these brakes and magnesium wheels, there has been a saving in unsprung weight of 14lb at each corner of the car. Finally, an all-enveloping body, panelled in aluminium, is fitted.

The side members of the chassis frame are of 3½in diameter 16 s.w.g. steel tubing, swept slightly upwards towards the front from a position about midway along the car. They end at the front in dummy dumb-irons to take the front of the body and, at the rear, in smaller diameter tubing to form a platform for the 12-gallon petrol tank, on top of which the spare wheel is carried. There are three main cross-members, those at the front and middle of the frame being of the same dimensions as the side members, and the third (between the extensions at the rear) is of smaller diameter. In addition to these there are two arched cross members at the rear which carry the Salisbury hypoid final drive and the transverse leaf spring, and a small diameter tube, just forward of the final drive, the ends of which form body pick-up points.

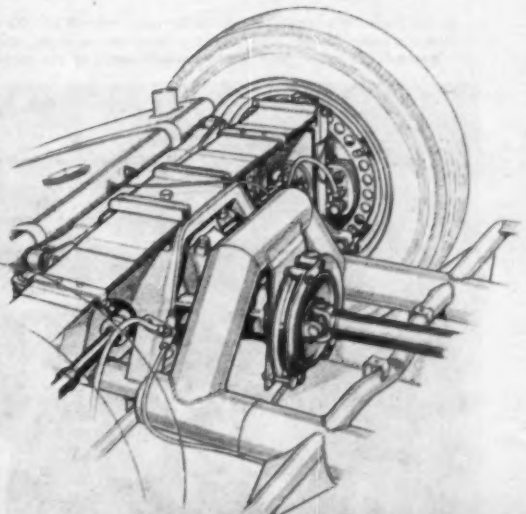
Unusually wide leaf springs are used



at both front and rear. It was originally intended to use a single, triangular leaf—one for each wheel, to form a sort of flexible wishbone—in order to provide the greatest possible rigidity against driving and braking stresses. Materials, however, proved to be so costly and hard to obtain that a compromise of 5in wide, three-leaf transverse springs was decided upon. The front spring passes below, and is attached to, a bracket suspended from the front cross member; the main leaf is tapered at the outer ends to allow for the steering lock. In order to retain the steering geometry in the very unlikely event of a breakage occurring at the point where slight weakening is caused by the taper, links are clamped to the main and second leaves at each side, running outwards to the lower damper mounting. Wide-based, A-shaped, fabricated wishbones are pivoted on brackets above the side members.

The rear spring is mounted above the frame, bolted to a bridge welded

across the arched cross members, and wishbones of a rectangular shape are used. In addition to the leaf springs, coil springs are fitted on the Woodhead-Monroe telescopic dampers at front and rear; these carry 25 per cent of the weight of the car. It is intended that they may be varied in strength to suit particular circumstances of use. For touring or road use, a softer set would be fitted; for racing, stiffer springs. If the car were raced on a circuit with only right-hand corners, stiffer springs could be used for the left-side wheels, and so on. The dampers are mounted at 45 degrees, lean-



Rear end of the new chassis, showing the very wide transverse leaf spring. The transmission parking brake shown has been replaced by a normal internal expanding brake drum

ing in towards the top. The top ends of those at the front are attached to the centre of the bases of the wishbones and, at the rear, to brackets on the rearmost of the two arched cross members.

Particularly interesting are the disc brakes. These are manufactured under Palmer licence by the H.R.G. company, which has sole manufacturing rights. At the front there are three pads, two on the leading side and one on the trailing; at the rear there are two pads, one on each side. The discs are floating, located by six slots on the outer circumference which engage with the heads of the six bolts securing each wheel rim to the magnesium spider. In order to prevent rattle between the bolt heads and the slots there are spring-loaded plungers in each slot which take up the small amount of clearance. The inner pads are Lockheed hydraulically operated and the outer pads are static, providing brake adjustment by means of screws reached through the spokes. A centrally placed "fly-off" handbrake operates a normal brake in a drum on the nose of the final drive unit, through a covered cable. Though this brake is intended primarily for parking it is very powerful and would stop the car in an emergency—though the heat generated would be intense! A point of interest is that the brakes on each wheel can be relined in a matter of ten minutes or so, without bleeding the hydraulic system.

Modified Singer steering parts are used,

NEW H.R.G continued

the Burman recirculating ball steering box being mounted on the right-hand frame tube. The drop arm moves horizontally and is connected through a transverse drag link to a slave arm swinging downwards from a bearing centrally mounted on the front cross member; the track rod is thus divided in the middle. The steering ratio can be altered by raising or lowering the attachment point of the drag link to the slave arm. The ratio normally provided is $1\frac{1}{4}$ turns from lock to lock.

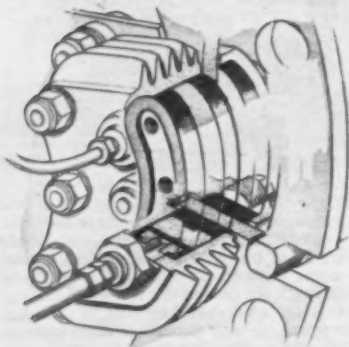
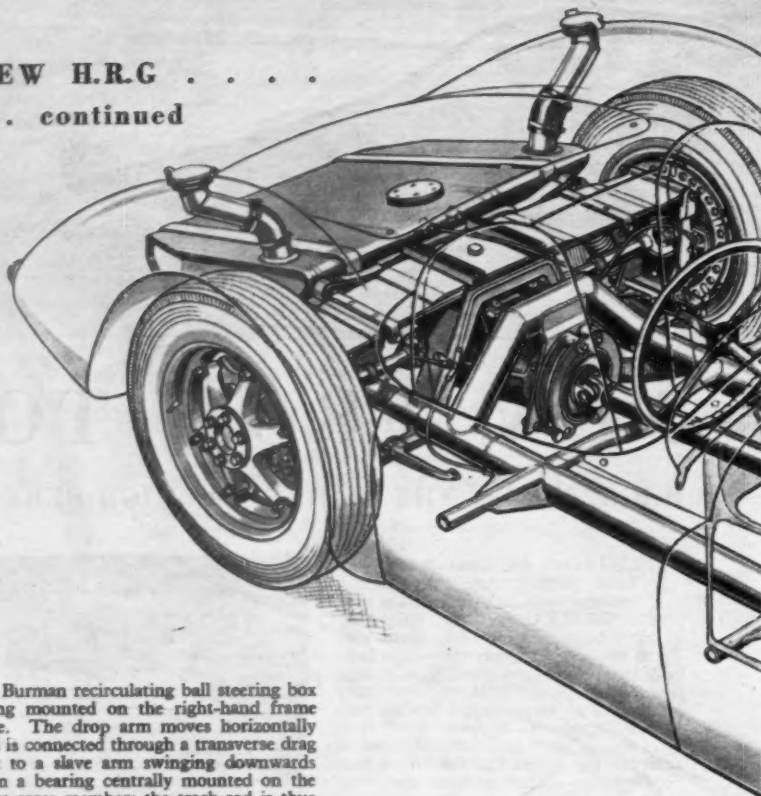
Cooling System

The Singer radiator is mounted in the nose of the body with a decidedly forward tilt, and has the normal filler orifice blanked off. A small auxiliary header tank is mounted on struts from the valve covers, just forward of the engine, and has a spring-loaded filler cap. Water is circulated by a belt-driven pump (the same belt drives the dynamo) directly to the neighbourhood of the exhaust valves. After circulating it returns from the head through a two-branch manifold to the header tank. A four-bladed fan is driven by a separate belt and is mounted on the front cross member. Except in circum-

stances of extreme heat the fan is unnecessary and is easily detachable.

The Singer-H.R.G. engine utilizes the Singer Hunter cylinder block and lower end, in conjunction with the beautifully finished H.R.G.-designed and manufactured twin o.h.c. cylinder head of RR 50 alloy. Because of the greatly increased power output (an increase from the normal 55 to 108 b.h.p. is claimed), a special, steel crankshaft and connecting rods—both of Singer manufacture—are used. The valves (inlet $1\frac{1}{4}$ in, exhaust $1\frac{1}{2}$ in diameter) are operated directly by the camshafts, side thrust being taken by piston-type tappets in which are the simple screw and locknut adjustments for clearance. The valves are inclined at an included angle of 90 degrees in the almost hemispherical combustion chambers and the sparking plugs are centrally placed and rearwardly inclined. The camshafts, running in pressure-lubricated bearings, are driven by Duplex chains. Two quick-action oil fillers are provided, one on the forward end of each valve chest. The engine, clutch and gear box are all in unit and are 3-point rubber mounted—the gear box on the central cross member and the front corners of the engine on lugs welded to the main chassis tubes. The close-ratio gear box, of Singer manufacture, has been strengthened to cope with the increased torque.

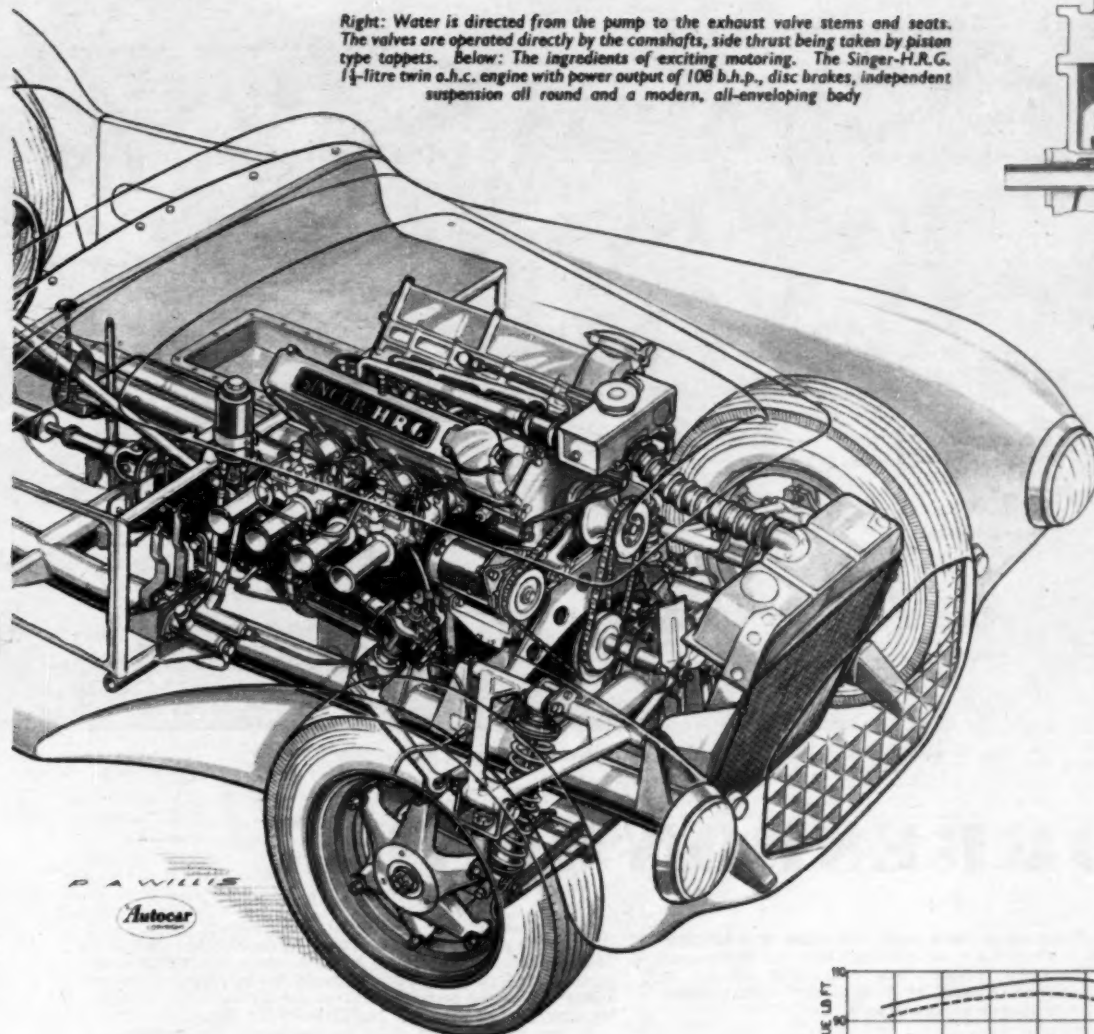
The prototype body is very attractive—as with many of the modern full-width bodies, it looks much better in life than in a photograph—though it is higher than it need be; subsequent bodies will be much lower. It is proposed to offer a most attractive coupé body which, on the drawing board, is in keeping with the best Italian styling. Accessibility is excellent, the whole bonnet and front wing section being hinged, in addition to the normal



The disc brakes, manufactured by H.R.G. under Palmer licence, are wonderfully accessible and each one can be relined in ten minutes

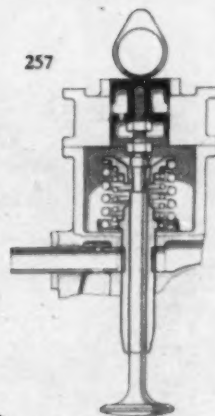
At the front the transverse leaf spring runs beneath the frame members. The link running from the lower damper mounting to a clamp on the spring itself is to ensure that the steering geometry is maintained in the unlikely event of the main leaf breaking at the taper





P. A. WILLIS

Autocar



Right: Water is directed from the pump to the exhaust valve stems and seats. The valves are operated directly by the camshafts, side thrust being taken by piston type tappets. Below: The ingredients of exciting motoring. The Singer-H.R.G. 14-litre twin o.h.c. engine with power output of 108 b.h.p., disc brakes, independent suspension all round and a modern, all-enveloping body

bonnet access panel. There is a second panel, in the tail, through which the spare wheel is removed, and twin, external, quick action fuel filler caps are provided.

Performance figures have not yet been taken though a speed well in excess of 100 m.p.h. in top gear has been reached on the road. The dry weight of the

car is at present 14-14½cwt (giving a figure of 154 b.h.p. per ton) though it is hoped to reduce the weight to 13cwt on subsequent cars—promising to give a really outstanding performance. The price has not been finally decided upon, but is likely to be in the region of £1,700-1,800, including purchase tax.

SPECIFICATION

Engine.—4-cyl., 73 by 89.6mm (1,496 c.c.), twin overhead-camshafts. Compression ratio 8.8 to 1. Maximum b.h.p.: 108 at 5,750 r.p.m. with two 40mm twin-choke horizontal Solex carburettors. Lucas coil ignition. Piston area: 6.5 sq in. Plugs: K.L.G. T240.

Clutch.—Borg and Beck 8in diameter dry single plate.

Gear Box.—Overall ratios: Top 4 to 1; third 5 to 1; second 7.74 to 1; first and reverse 12.27 to 1.

Final drive.—Salisbury hypoid bevel, 4 to 1.

Suspension.—Front and rear: independent by transverse leaf springs and wishbones in conjunction with coil springs mounted on Woodhead-Monroe dampers.

Brakes.—Disc, manufactured by H.R.G.

under Palmer licence, Lockheed hydraulically operated. Mechanically operated handbrake on transmission.

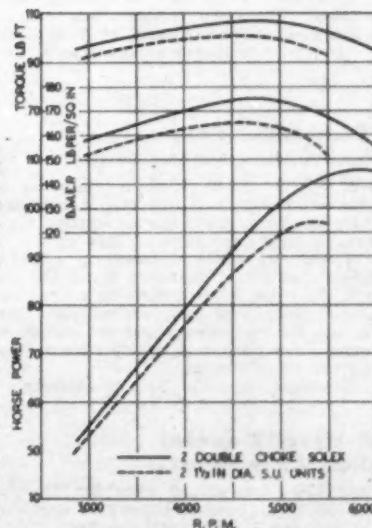
Steering.—Burman recirculating ball steering box, centrally divided track rod. 16in diameter steering wheel.

Wheels and Tyres.—Dunlop 5.25 by 16 on Dunlop rims bolted to cast magnesium spiders.

Electrical Equipment.—12-volt, 75-ampere-hour battery.

Fuel System.—12-gallon capacity; twin S.U. fuel pumps mounted at rear of chassis. Alternative large capacity tank available for racing.

Main Dimensions.—Wheelbase 8ft; track, front and rear, 4ft; ground clearance 7in; weight, dry, 14-14½cwt.



Comparative engine performance curves for the two alternative systems of carburation. Though, at present, twin double-choke Solex carburettors are fitted as standard, a version of the car with slightly lower performance may be made available at a later date.



Even in winter sunshine, Dartmoor's beauty spot at Watersmeet attracts its fair share of visitors

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

Tubeless Tyres

Tubes Containing Butyl Are Available

[66252].—A. G. D. Cleave's article on tubeless tyres (*The Autocar*, February 4) was very interesting and will no doubt have cleared up many queries amongst the motorists who have not yet tried these tyres on their cars.

I was very surprised, however, to read the remarks to the effect that tubes containing butyl are not available in this country when, in fact, they have been on the home market considerably longer than tubeless tyres. Labelled "leak-proof" by one leading manufacturer and merely stamped "butyl" by others, they have been widely advertised and in common use for two years or more.

Blackpool.

W. K. HINDLE,
Marsden's Tyre Stores, Ltd.

8-litre Bentley

Details of an Enthralling Car

[66253].—I was abroad when Mr. Douglas F. Lewis's letter [66160] (*The Autocar*, January 7) appeared in praise of Max Miller's article "Vintage Leviathan" (*The Autocar*, December 17, 1954), in which he suggested that the story of the 8-litre Bentley might be continued by myself. I, too, was captivated by the article in question, a pleasing feature of which was a cut-away drawing by Max Millar's own hand of an 8-litre Bentley engine. A truly superb work of art, this.

I have never kept a written record of all the work performed on my 8-litre over a period exceeding 20 years, nor have I a

good memory; consequently, there is not much that I can add to Max Millar's article. Here, however, are a few things I can remember. In the first place it should not be supposed that my 8-litre's enhanced performance is solely the outcome of engine-boosting; weight reduction has played a big part.

At first under 33cwt, fully road-equipped, the complete car is several hundredweight lighter than the original bare chassis. The braking and exhaust systems each permitted cuts in the neighbourhood of 1cwt, despite which the present brakes are superior to the originals; the exhaust, on the other hand, is noisier.

With regard to the power unit, this has never been bench-tested (oh, no!). Consequently, maximum b.h.p. is conjectural. Impartial, yet knowledgeable boffins, however, incline to the view that this must be in excess of 300. As to how this not inconsiderable, yet tractable, increase over standard has been attained, probably the biggest single contributor was a set of special McKenzie-designed, light-weight, heat-dissipating pistons, raising the compression ratio to 7.25 to 1. Then a three-carburettor induction manifold in place of the standard two-carburettor installation, the introduction of sliding throttles in place of the butterflies, a Speed Six (Bentley) high-lift, racing camshaft and 20 per cent increased inlet valve area collectively ensure the entry of more gas into the cylinders. The camshaft drive is now by single chain, but as it is unpleasantly noisy I am considering restoring the three-throw despite the increased friction and inertia.

Suspension is distinctly firm, not to say harsh at slow speeds on poor surfaces, yet road-holding and cornering are both surprisingly good judged even by modern independent suspension standards. In fact, it was a run on my 8-litre that decided Briggs Cunningham to fit one of his Le Mans cars with a solid front axle; this car finished third, ahead of his two other cars. It should be remembered, however, that the Le Mans course is beautifully surfaced.

The wheelbase of 11ft 1in is unsuited to Shelsley Walsh, acrodrome circuits and the like, though of little handicap in ordinary motoring. The hypoid final drive has been superseded by straight cut crown wheel and pinion, giving a considerably higher

overall ratio, despite the substitution of 19in for 21in wheels. The engine performs happily on most premium grade fuels, consumption being 12 to 13 m.p.g.—somewhat heavier than pre-war on Cleveland Discol. Sparking plugs—K.L.G.—are never changed.

As to performance, here follow authenticated data: 0-100 m.p.h., 18 sec; 0-120 m.p.h., under 28 sec; standing-start kilometre, under 27 sec; standing-start mile, over 93 m.p.h. average. The last two were taken at Jabbeke, when, with the same axle ratio, the flying kilometre was covered at 136 m.p.h.

Maidenhead, Berkshire.

FORREST LYCETT.

Driving Test

Refined Form of Torture ?

[66254.]—As the "competent person," I have accompanied many people to the driving test and talked with many other victims fresh from the rack.

From this experience I say unhesitatingly that success in the road test depends almost entirely upon the candidate driving according to the ideas of the particular examiner. The vague terms of the "condemning voucher" and the quite absolute authority of the examiner preclude any useful protest. Many driving school tutors issue last-minute instructions to the entrant when they have seen the examiner.

May I suggest, for the protection of these otherwise completely defenceless would-be motorists (and motor cyclists), that an officer of a motoring organization be permitted to be present at a test and that questions be written? Could we not also abolish that refined torture of submitting the examinee to the Highway Code questions when, as the slip demonstrates later, he has failed lamentably on the earlier part of the test?

Would it not save time later to give a certificate of exemption for that part of the test passed?

Sheffield, 5.

HARRY BRAMWELL.

Experiences Required

Supercharged M.G. Midgets

[66255.]—I wonder if it is possible, through the medium of your Correspondence columns, to contact readers who have had experience in supercharging of either TC, TD or TF series M.G.s? I shall greatly appreciate any information as to general road performance, maximum performance figures obtained, engine wear, and so on.

I would also like to correspond with sports car and racing enthusiasts in England, America and the Continent.

Thanking you for a truly wonderful publication.

Colombo, 7, Ceylon.

K. B. RUSTOMJEE.

[Letters will be forwarded.—Ed.]

Proof in the Pudding

What a Production Saloon Can Do

[66256.]—As the driver of one of the modified Ford Consuls in the recent Monte Carlo Rally, may I be permitted space in which to give a few details regarding the performance of this car, in response to the interest shown in this model by Viktor Furst [66226]?

Briefly, the modifications to these cars included enlarged valves and ports, twin S.U. carburettors, raised compression, four-branch exhaust, straight-through silencer, and overdrive on second and top gears. In addition, the suspension was slightly toughened all round, and the petrol tank capacity was increased to 22 gallons.

As we did not run to the luxury of a third member in our crew we found that to keep a log of the journey was not possible, but I can quote a few figures which will give a very good idea of the performance obtainable from this "family" car. We left Lisbon with a full tank of petrol and on arrival at the frontier control filled up again. Much to our surprise we could take on only approximately 3½ gallons and, as the distance is about 140 miles, this indicates 40 m.p.g.; for most of the distance we were cruising around 75 m.p.h. With our large tank capacity we did not have to refuel at all in Spain. As was to be expected, as the speed increased and the driving got tougher, so the petrol consumption dropped, and it did so very considerably, to such an extent that we ran out just before Nice and were thus saved a heavy penalty at the secret control there (but that is another story).

The performance of this car was quite amazing. When checking the car on the Lisbon-Estoril autostrada before the start we found that only the slightest assistance from either wind or gradient was sufficient to cause the needle of the speedometer to register 100 m.p.h. (160 k.p.h.). It was also possible to cruise the car continually at anything up to 90 m.p.h. and sometimes even more than that. On the homeward run we did 60 miles in 53 minutes (this included two brief stops for my co-driver to look in some pottery showrooms), and the following 60 miles were covered in 52 minutes, with the last few miles in the outskirts of Paris. Thus 120 miles were covered in 105 minutes.

The overdrive unit was of enormous assistance. On the Gap-Monaco section and on the Mountain circuit the performance without this unit would have been very inferior by comparison, overdrive second being, of course, the most used. On the speed test on the Monaco circuit once again overdrive second was invaluable as, in this gear, approximately 75 m.p.h. was frequently obtained; overdrive second and ordinary second were just right for almost the whole course. Our time of 2 min 38.8 sec for our best lap on a wet course is a good indication of its effectiveness. On the road section we were, of course, usually in overdrive top, and in this ratio the car cruised silently and easily, with, of course, less fatigue both to car and to crew at the high speeds already mentioned.

Throughout the whole trip the car gave not a moment's trouble or worry, and even after approximately 6,000 kilometres it had lost little if any of its tune, as is shown by the attainment of 155 k.p.h. when passing Northolt aerodrome recently.

Luton, Bedfordshire.

ROBIN N. RICHARDS.

Rear Lights

Whose Distress ?

[66257.]—I have every sympathy with Mr. R. Walker [66229] in his remarks on the plight of the car driver who, should he be "unfortunate enough to strike a cyclist in the dark," suffers an "adverse effect generally," which, in respect of "nerves, expense, inconvenience, may well be most distressing."

Without wishing to excuse cyclists whose rear lights may not be sufficiently powerful to impinge upon the consciousness of some car drivers, may I point out that any cyclist, who may be unfortunate enough to be struck by a motor vehicle in the dark, will almost inevitably suffer very much more than the generalized malaise and inconvenience, the prospect of which is rightly so distasteful to Mr. Walker.

Coulsdon, Surrey.

JOHN B. MCCANN.

Shattering

The Explanation

[66258.]—Mr. J. C. Barnes' startling experience [66231] of having a tumbler explode in his face was undoubtedly caused by faulty annealing of the glass at the time of its manufacture. If glass cools too rapidly, tensions are set up in its structure and, while the glass can be extremely resistant to knocks or blows, a scratch or change in temperature may cause it to shatter.

The process of annealing is carried out by placing the newly made glass article in a lehr (a travelling oven). The article enters the lehr at a temperature near softening-point and moves slowly along a belt in a gradually reduced temperature from three to eight hours until it emerges cool, and properly annealed.

May I venture to query Mr. Barnes' recollection of the type of tumbler? It is most unlikely that a cut-glass tumbler would explode, since the cutting process would almost certainly shatter the glass at the time of manufacture.

I should conjecture that the glass was, in fact, either toughened glass or heavy pressed glass, improperly annealed. The change of temperature caused by the cool ginger ale would have caused the glass to shatter—though not necessarily immediately after filling.

Weldstone,
Middlesex.

W. J. WILSON,
Managing Director,
James Powell & Sons (Whitefriars), Ltd.

Crossing the Severn

A Chance for British Railways?

[66259.]—Drivers who make frequent journeys between Bristol and Cardiff will be disappointed that the recent Government announcement on road improvements made no provision for a crossing over the River Severn in the Bristol-Newport area. It is surprising that British Railways have failed to take advantage of the lack of a regular and dependable car ferry service.

Would it not be an easy matter for British Railways to make

CORRESPONDENCE

continued

up a train consisting of eight or ten flat wagons (known as "tank flats" during the war), which could carry at least two or three cars on each, and a carriage for the drivers and passengers? By having flaps over the buffer spaces and the flats at either end having drop sides for ramps to the platform, it would be possible to entrain and detrain cars at the same time.

This train could travel on a regular shuttle schedule between Pilning Station (Gloucestershire) and Severn Tunnel Junction (Monmouthshire) unaffected by weather, tides, or darkness (as in the Aust-Beachley Ferry). At the present time the railway takes cars only on three regular trains each way a day, at a high price and only with prior warning.

Could not the motoring organizations, motoring Press and the drivers who could make use of this suggested service, make applications to British Railways or the appropriate Ministry? London, W.1. J. G. RENTON.

Unsociable

A Plea for a Four-seater Sports Car

[66260].—Now that manufacturers are no doubt busy with their plans for their 1956 models, is it too late to put in a plea, once again, for a genuine three-seater, or close-coupled four-seater, on a sports chassis? In recent years there has been a spate of sports two-seaters, large and small, expensive and not so expensive, open and closed; but they are all two-seaters.

These two-seaters are a most selfish form of transport, and surely most of their owners must often wish that they could accommodate a third passenger? It really seems absurd, when you come to think of it, that four people can be comfortably accommodated in the current Austin Seven, Standard Eight or Morris Minor, but that accommodation on a medium-sized sports car, costing perhaps three or four times as much, must be limited to two.

No doubt the manufacturers of the sports cars will say: "Ah, but you see, that is a different sort of car." Of course it is, but is that any reason why they should not redesign their cars a bit so as to increase the seating capacity by even a modest 50 per cent? Daimler had a coupé on the market about four years ago with an extra (full-size) seat facing sideways. Allards have made models to take three on the front seat. Some years ago the Marauder, with similar accommodation, made a brief appearance (accommodation for the central passenger's feet on a "three-abreast" might necessitate some alteration to the gear box layout, but this is not insuperable, *vide* the Lancia Aurelia). Even a motor cycle and sidecar can take a third passenger on the carrier!

Winchester, Hampshire.

GODFREY KINGDON.

Corrosion

The Serious Effects of Salt

[66261].—I am glad to see that Mr. M. R. Harrington Brock [66176] has drawn attention (in your issue of January 21) to the serious consequences of spreading salt on roads to clear snow.

It is obvious that ignorance of the harm done to ferrous metals by salt and salt solutions is very widespread, or we should not see so many motorists happily driving their cars along sea fronts wet with sea water, and even through clouds of spray!

Not only is such corrosion rapid, but difficult and sometimes impossible to arrest.

Torquay, Devon.

G. N. CARLETON-STIFF.

The Thrusters

Not Necessarily Road Hogs

[66262].—Mr. Victor G. R. Littlewood [66237] who writes so scathingly of those drivers who get on with their driving and prefer not to be at the head of a queue of vehicles, should remember that "consideration to other road users" ought to include the road users behind him.

The true road hog is not the chap who, however fast he drives, sees that the fellow behind can always get past as soon as possible, but the one who habitually places his vehicle so far from the left-hand kerb as to make passing dangerous—like the reader who complained a few weeks ago of others passing him on the left in suburban areas. He should never leave that much room between himself and the kerb.

Has he never read or heard of the injunction "Keep to the nearside lane except when overtaking"? And, remember, one can have lanes without white lines!

Another thought. Is an experienced driver necessarily a good one? I suppose after 30 years of it I could call myself an experienced golfer, but I am not a good one—and never will be. Many men have long experience of a sport, but they would be the first to admit that they do not consider themselves to be good at it; they would say that they have not got the flair.

I know of many experienced drivers who have not got the flair either. They cannot drive to feet, let alone inches. But I doubt if they would admit it.

Bolton, Lancashire.

G. N. BOOTH.

Collector's Pieces

Catalogues and Road Test Reports

[66263].—I am intent on forming a collection of motor vehicle catalogues and road test reports. I find it extremely difficult to obtain any material more than a year or two old, and I should like, through the medium of your Correspondence columns, to ask any reader who has any car catalogues or road test reports for disposal, however few, to get in touch with me. This method of obtaining material for my collection seems to be the only one which will have any likelihood of success.

I should also welcome hearing from any reader who can help me with improving the cornering abilities of my Austin A.40 Somerset, and who can supply any hints or a maker's handbook for a 1933 Austin Seven tourer.

Kidderminster, Worcestershire.

JOHN M. BELL.

[Letters will be forwarded.—ED.]

Eyes Front

The Case for the Large Container

[66264].—I am afraid that I cannot agree with your correspondent Mr. J. R. Davey when he suggests that a large water reservoir need not form an essential part of windscreen washing equipment; the Morris Oxford which I drove in the Monte Carlo Rally was equipped with a Trico washer with a large capacity bottle, and although it was not called upon to do any serious work during the actual rally, I experienced on the journey home those conditions of mud and heavy traffic which call for almost continuous use of the washer; in the space of about one hundred miles, even this large jar needed refilling three times.

It is perhaps interesting to note that one of the judges of the Concours at Monte Carlo passed a remark to the effect that he was glad to see that my washer was fitted with a jar "of sensible size."

E. LAMBERT, Managing Director,
Liverpool, 1. Victor Horsman, Ltd.

Flat Batteries

A Likely Solution

[66265].—Instances have recently been reported in these columns of car batteries being unexpectedly flat, but which have regained their full vigour after a very short run. Such a case has recently occurred on my Jowett Javelin.

The electrical system was functioning normally one evening, but, by next day, the Gremlins had done their job only too well. There was insufficient power to operate even the starter solenoid; the petrol gauge read zero if any other electrical accessory were switched on and of course horn, radio, main lights and so on failed to operate at all.

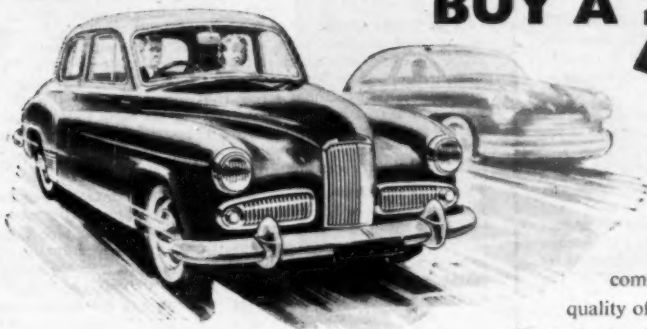
There was, however, sufficient electrical power to operate the coil and the engine was started by hand [suppliers of cars without handles please note!]. The dynamo charging rate, however, was that normally associated with a well charged battery, but subsequent repeated attempts to use the electrical system normally proved abortive.

An inspection of the system, unfortunately without meter or hydrometer, showed nothing apparently amiss. On removing and refixing the main battery terminal, the system immediately returned to normal.

The interesting feature, however, was that there was no trace of corrosion on either battery or connector; no cleaning up was necessary and the connector was sound and had been tightly connected. Resistance had certainly appeared at this point and it is worth remembering that even an ohm or so is enough to prevent the normal current from flowing.

Ty Croes Camp, Anglesey. A. G. ACLAND, Major, R.A.

GO AHEAD BUY A HAWK!



The quick, live power of a 20% more powerful overhead valve engine giving vivid, exciting acceleration, is yours to command. All the luxury, the comfort, the built-in quality of a truly great car—and over 80 m.p.h!

Larger brakes for greater safety and numerous detail refinements all for no extra cost!

AND WITH OVERDRIVE, (£45 plus p.t. £18.15.0) still more miles per gallon, still better top gear performance. Less engine wear too.

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WITH
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The o.h.v.
HUMBER HAWK



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2

THE SOLEX PILOT SYSTEM

for stable idling and clean drive-away

SEE HOW A SOLEX HELPS YOUR CAR

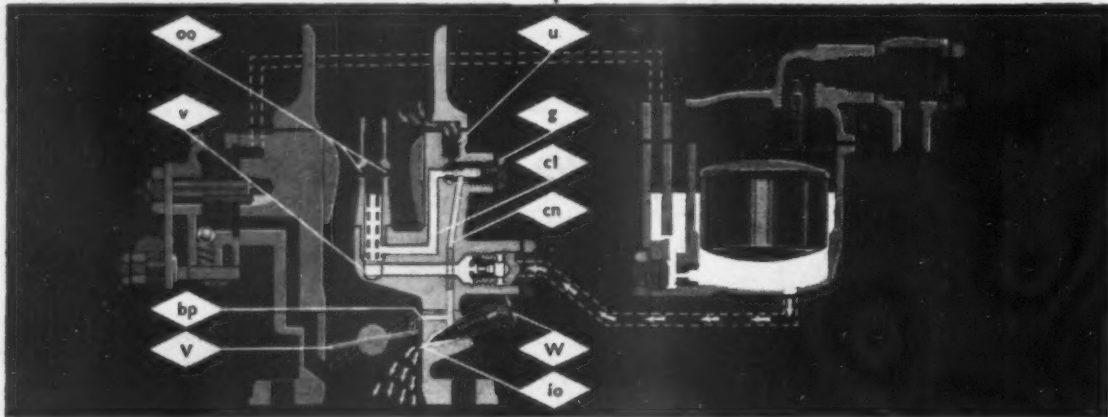
HOW IT WORKS The idling and transfer system supplies the petrol and air mixture required by the engine when the throttle is 'closed', and for covering fuel supply (as the throttle is opened) until the main spraying system 'comes in', and is in effect a separate circuit in the carburettor for this purpose.

The Main Elements Petrol is drawn by engine suction through the calibrated pilot jet (g) by way of channels (cl) (cn) from the reserve well of petrol (v). Air is drawn through the calibrated 'bleed' (u), and also, for idling, into the circuit (cn) through the by-pass orifice (bp). This ensures a well emulsified mixture issuing from (io) to mix with the air passing the very slightly opened throttle butterfly (V). As the butterfly opens slightly more, as happens in driving off, engine depression will begin to draw mixture out from (bp). Any difference between idling and drive-away mixture requirements is covered by adjusting the volume of the idling mixture by means of the screw (W).

this is the second of a series of twelve explanatory advertisements

Idling With a given size of pilot jet (g) and air bleed (u), volume of the pilot mixture is controlled by screwing the volume control screw (W) in or out which respectively weakens or richens the mixture in proportion to the air passing round (V). Screwing in the slow-running adjustment screw (not shown) on the throttle lever assembly, increases the air supply by opening the throttle (V) further, and the mixture required to match this is provided by adjusting (W). These two adjustments determine, therefore, idling speed and the correct mixture for it.

Transfer or 'Drive-away' Depressing the accelerator pedal opens the throttle butterfly (V) further (dotted position in diagram) and brings the by-pass orifice (bp) under engine suction. This augments the idling supply and so provides the power required for the vehicle to move off. The by-pass thus ensures a smooth transfer from idling (throttle closed) to ordinary running (throttle partly open and main spraying orifices (oo) discharging—see No. 3 of our series).



You're better off with a Solex because :—

No matter how suddenly you accelerate or decelerate you will not be let down by engine stalling at critical moments.
So fit a Solex for trouble-free running.

How to obtain a current design Solex carburettor :—

Complete the coupon and we will send you full details of our Re-conditioned Service for Solex equipped vehicles, together with any published leaflet on the type we specify.

Our Exchange Service offers a reconditioned Solex, guaranteed equal to new, for cars with a post-1935 Solex—the old carburettor being taken in part exchange.

For cars with a pre-1936 Solex or not at present Solex equipped, new carburettors are offered at an attractive price, with an allowance for the old model when surrendered.

the service carburettor

SOLEX

for every make of car

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1st BUGATTI

1951

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1st Frazer-Nash

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Please send me your pamphlet Your Carburettor,
also details of a Solex to suit my car and a list of Solex Service Stations.

NAME

ADDRESS

CAR

YEAR

H.P.

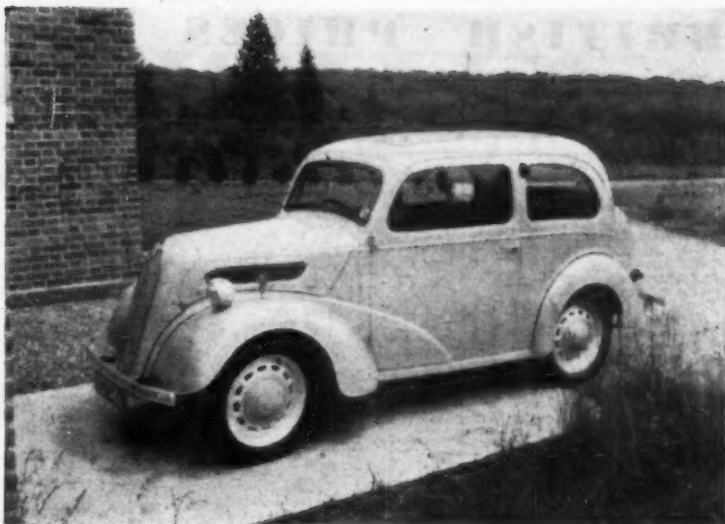
CARBURETTOR NOW FITTED

Quote letters and numerals on float chamber or rim of air intake if a Solex

With many design features belonging to the 'thirties, the Ford Popular has a great deal to recommend it besides its low price

TO the owner of more modern Eights and Tens, it may seem strange that anyone should buy a Ford Popular for any other reason than that it is the cheapest car on the British market, for no one would deny that the design features of the car belong to the nineteen-thirties rather than today. Yet there are many owners of these cars who have chosen them for their virtues as much as their low cost.

It would be foolish to pretend that 1930 standards of suspension do not fall short of the glide-ride expected in 1954. Transverse leaf-springs and beam axles at front and rear, with high-pressure tyres of small section, offer a firm ride to which the narrow track and short wheelbase add considerably more roll and pitching of the



IN PRAISE of the POPULAR

APPRAISAL BY AN ENTHUSIASTIC OWNER

choppy sea kind than is usual today.

In compensation, however, the suspension system has advantages which are not possessed by many of the more modern designs, but which are none the less appreciated by the driver who has savoured the delights of good vintage cars. He is conscious of the car's wheels and their relationship to the road. There is none of the feeling, so aptly described by a vintage sports car enthusiast as "sitting on air and steering with a bit of wet fog," which is the outcome of some flexible and well-buffered systems of independent wheel suspension. As a result, the new owner of a Popular is surprised to find that corners in the low to middle speed range can be taken very much faster than he had anticipated after a cursory glance at this high-built car, which looks rather top-heavy.

After driving a pre-war Continental saloon of quite impeccable reputation, I exchanged it for the Popular with the gloomy foreboding that my end would be dirty and wet, upside down in some ditch alongside a corner. To my utter amazement, a well-known bend, which the Continental rounded at an impressive 30 m.p.h., could be taken at 32 m.p.h. in the Popular without apparent effort. It seems probable that the driver is able to judge the limits of wheel adhesion more accurately and is, therefore, more confident. At speeds of 50-80 m.p.h. the Continental car would show a clean pair of heels to the Popular, which has a useful cruising speed of little more than 50 m.p.h. anyway. Since road conditions in the Home

Counties rarely allow speeds greater than that, the ability to negotiate corners above 40 m.p.h. is largely academic.

For the past few years it has been the custom of my wife and myself to pack daughter and baggage into the car and motor 270 miles to the North West corner of England, where an eager grandmother awaits the arrival of her equally eager granddaughter. In the Continental car, this rather tiring journey was achieved in some ten hours, including stops, and one driver at the wheel throughout. Consequently the thought of tackling this journey in the Popular inspired such awe that a two-day journey was contemplated, but abandoned for other reasons.

In the event, all fears were proved to be groundless, for not only was the trip covered in eleven hours, but the crew arrived very much fresher and less tired. Much of this result, as far as the driver was concerned, may be attributed to an easier seating position, but another factor to be considered is the number of gear changes per hour. In the low geared, three-speed Popular most of the run was in top at speeds between 30 and 50 m.p.h. In the higher geared four-speed car, third gear was in use as much as top and the speed ranged from 30 to 70 m.p.h. in these gears.

In other respects, too, the Popular possesses old-fashioned virtues scorned by more modern cars. If the battery tires or the starter burns out in later years, the driver may insert a useful bit of bent rod into a hole in the front of the car and, by rotating this rod

by hand, the engine may be induced to fulfil its appointed duty.

The three-speed gear box mentioned above has an ingenious change mechanism which combines handiness with daring simplicity. There are positively no linkages outside the gear box casing to wear and induce lost motion. Since the front seats are separate and the car is not wide enough for three abreast, this device possesses no shortcomings.

It has been said that most of the trouble that motorists experience on the road is due to electrical derangements, so there is considerable comfort to be had from the observation of the simple and by no means inadequate electrical installation of the Popular. The small head lights give sufficient illumination for speeds up to 50 m.p.h. The dip-switch operates precisely and the side lights are incorporated in the same lamp casing.

The windscreen is wiped in rainy weather by a suction-operated wiper, which will continue to wipe for eight hours on end without that distressing malaise of the under-bonnet electric wiper motor, which I have on occasion experienced after several hours of continuous downpour—I refer, of course, to overheating.

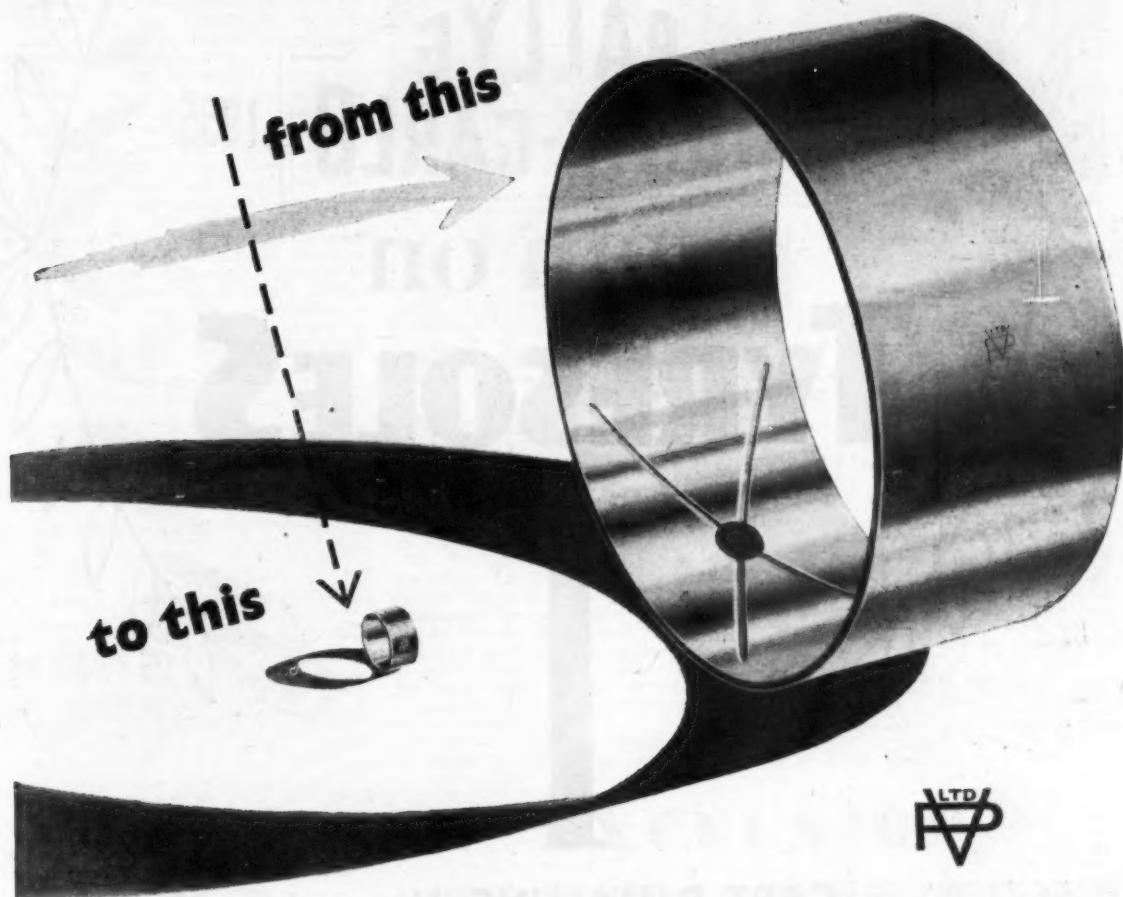
The two-door body has definite advantages in the carrying of young children and is not a serious inconvenience if one considers the small number of occasions on which a small saloon is expected to carry more than two adults. The greatest feature of the body, however, and the one most appreciated by the 6ft 6in tall scribe, is the headroom, and the consequent height of the top edge of the windscreen. Withal, it has been found that a 5ft 8in driver can take over the car without moving the driving seat. Perhaps there is something to be said for the old-fashioned "sit-up-and-beg" seating position after all.

R. B.

BRITISH PRICES OF NEW CARS

	British List Price £ s d	British Total Price £ s d		British List Price £ s d	British Total Price £ s d		British List Price £ s d	British Total Price £ s d
A.C.			D.K.W.			MORRIS		
2-litre 2-door	1,027 12 2	1,456 10 1	Sonderklasse...	669 0 0	948 17 6	Minor tourer...	373 0 0	529 10 10
Four-door	1,107 19 4	1,570 14 11	Coupe...	693 6 0	983 6 0	Two-door	373 0 0	529 10 10
Ace sports 2-seater	1,015 0 0	1,439 0 10	Cabriolet 2-seater	908 0 0	1,287 9 2	Four-door	395 0 0	560 14 2
Aceca coupe	1,215 0 0	1,722 7 6	Cabriolet 4-seater	812 0 0	1,151 9 2	Travellers' car	422 10 0	599 13 4
ALFA ROMEO			DODGE			Cowley	495 0 0	702 7 6
1900	1,850 0 0	2,621 19 2	Coronet	1,725 0 0	2,450 10 10	Oxford	525 0 0	744 17 6
1900 Sprint	2,500 0 0	3,542 15 10	Royal	1,830 0 0	2,601 4 2	Traveller	580 0 0	822 15 10
ALLARD			FIAT			NASH		
Palin Beach, 4-cyl.			500C coupe	403 10 0	572 15 0	Rambler	1,450 0 0	2,054 13 7
3-seater	720 0 0	1,021 2 6	Station wagon	478 10 0	679 0 0	Station Wagon	1,490 0 0	2,111 14 2
6-cyl. 3-seater	750 0 0	1,061 12 6	New 1100	563 10 0	799 8 2	OLDSMOBILE		
2½-litre saloon	1,250 0 0	1,771 19 2	1100 TV	750 0 0	1,063 12 6	Series 88 Super	1,640 0 0	2,324 9 2
K3 3-seater	1,100 0 0	1,559 9 2	1400A	774 0 0	1,097 12 6	Super (Two-tone)	1,645 0 0	2,331 10 10
Monte Carlo	1,375 0 0	1,949 0 10	1900A	980 0 0	1,389 5 2	Series 98 de luxe	1,985 0 0	2,813 4 2
Safari estate car	1,375 0 0	1,949 0 10	Full-light saloon	1,385 0 0	1,963 4 2	Starfire coupe	2,080 0 0	2,947 15 10
ALVIS			FORD (Britain)			PACKARD		
3-litre	1,285 0 0	1,821 10 10	Popular	275 0 0	390 14 2	Patrician	1,640 0 0	2,324 9 2
Coupe	1,360 0 0	1,927 15 10	Anglia	360 0 0	511 2 6	Patrician	2,266 0 0	3,211 5 10
ARMSTRONG			Præfect	395 0 0	560 14 2	PANHARD		
SIDDELEY			Consul	470 0 0	666 19 2	Junior sports	771 6 0	1,100 0 0
Sapphire (synchron-			Convertible	570 0 0	808 12 6	Dyna saloon	873 14 0	1,250 0 0
mesh box)...	1,215 0 0	1,722 7 6	Zephyr Six	532 0 0	754 15 10	PARAMOUNT		
Sapphire (preselctor)	1,285 0 0	1,821 10 10	Convertible	677 0 0	960 4 4	Ten tourer	625 0 0	886 10 10
Sapphire (automatic)	1,494 0 0	1,990 2 6	FORD (Canada)			1½-litre coupe	675 0 0	957 3 4
ASTON MARTIN			Customline	1,448 17 6	2,050 0 0	PEUGEOT		
DB2-4	1,925 0 0	2,728 4 2	FRAZER-NASH			Type 203	695 0 0	985 0 0
Drop-head coupe	2,025 0 0	2,869 17 6	Mark II 2-seater	2,250 0 0	3,188 12 6	Station wagon	795 0 0	1,129 9 2
DB35 competition	2,600 0 0	3,684 9 2	Targa Florio Gran			PLYMOUTH		
AUSTIN			Sport	2,250 0 0	3,188 12 6	Savoy	1,404 0 0	2,045 19 4
A.30 Seven 2-door	335 0 0	475 14 2	Le Mans coupe	2,250 0 0	3,188 12 6	PONTIAC		
Four-door	355 0 0	504 0 10	Sebring 2-seater	2,500 0 0	3,542 15 10	Four-door	—	2,050 0 0
Countrymen	395 0 0	560 14 2	Turismo coupe	1,950 0 0	2,763 12 6	Convertible	—	3,200 0 0
A.40 Cambridge 2-door	458 0 0	649 19 2	HEALEY			PORSCHE		
Four-door	468 0 0	664 2 6	Austin-Healey 100	750 0 0	1,063 12 6	Type 356 coupe	1,260 0 0	1,786 2 6
A.50 four-door	478 0 0	678 5 10	100S	1,125 0 0	Export only	Cabriolet	1,380 0 0	1,956 2 6
A.90 Westminster	558 0 0	791 12 6	HILLMAN			Super coupe	1,380 0 0	1,956 2 6
A.135 Princess	1,540 0 0	2,182 15 10	Minx Special	458 0 0	645 19 2	Super cabriolet	1,500 0 0	2,126 2 6
Limousine	1,590 0 0	2,353 12 6	Estate car	540 0 0	766 2 6	Type 550 Spyder	2,715 0 0	3,847 7 6
Limousine, L.W.B.	1,750 0 0	2,480 5 10	Minx de luxe	490 0 0	681 2 6	RENAULT		
Saloon, L.W.B.	1,750 0 0	2,480 5 10	Convertible	520 0 0	737 15 10	750 fixed-head	422 10 0	599 13 4
BENTLEY			Californian	520 0 0	737 15 10	Convertible	550 0 0	780 5 10
Chassis	2,270 0 0	3,216 19 2	Husky	395 0 0	564 19 2	R1063	790 0 0	1,148 12 6
Sports saloon	3,100 0 0	4,392 15 10	H.G.C.			2-litre Frégate	829 0 0	1,175 10 10
Radford Countrymen	3,880 0 0	5,497 15 10	1½-litre 2-seater	890 0 0	1,269 0 10	RILEY		
Abbott saloon	4,260 0 0	6,064 9 2	HUDSON			1½-litre	800 0 0	1,134 9 2
Park Ward D.H. coupe	4,280 0 0	6,064 9 2	Jet Liner	1,360 0 0	1,927 15 10	21-litre Pathfinder	875 0 0	1,240 14 2
Hooper 4-door	4,445 0 0	6,298 4 2	Super Wasp	1,630 0 0	2,310 5 10	ROLLS-ROYCE		
Freestone and Webb	4,545 0 0	6,439 17 6	Hornet	1,867 0 0	2,646 0 10	Silver Wraith chassis	2,445 0 0	3,464 17 6
sports saloon	4,545 0 0	6,439 17 6	HUMBER			Park Ward touring		
James Young 4-door	4,595 0 0	6,510 14 2	Hawk Mark VI	695 0 0	985 14 2	saloon	4,695 0 0	6,652 7 6
Continental	4,600 0 0	6,517 15 10	Touring limousine	775 0 0	1,099 0 10	Park Ward limousine	4,845 0 0	6,864 17 6
Park Ward coupe	4,600 0 0	6,517 15 10	Super Snipe Mark IV	985 0 0	1,396 10 10	Mulliner limousine	4,895 0 0	6,935 14 2
Mulliner sports			Touring limousine	1,065 0 0	1,509 17 6	Hooper limousine	4,845 0 0	6,864 17 6
Saloon	4,890 0 0	6,928 12 6	JAGUAR			Freestone and Webb	4,940 0 0	6,999 9 2
B.M.W.			Mark VII	1,140 0 0	1,616 2 6	limousine	4,970 0 0	7,041 19 2
Type 501	1,400 0 0	1,984 9 2	XK140 2-seater	1,127 10 0	1,598 8 4	James Young saloon	4,320 0 0	6,405 5 10
Type 502	2,100 0 0	2,976 2 6	D.H. coupe	1,160 0 0	1,644 9 2	Silver Dawn	4,430 0 0	6,276 19 2
F.H. coupe	2,750 0 0	3,896 19 2	F.H. coupe	1,140 0 0	1,616 2 6	Park Ward coupe	4,030 0 0	5,710 5 10
BORGWARD			D-type 2-seater	1,895 0 0	2,685 14 2	Radford Countrymen		
1500 Isabella	798 0 11	1,131 13 10	JENSEN			ROVER		
2400 sports saloon	1,287 16 9	1,825 11 3	Interceptor	1,700 0 0	2,409 9 2	60	820 0 0	1,162 15 10
Saloon (Hansamatic)	1,380 1 8	1,956 4 10	Model 541	1,285 0 0	1,821 10 5	75	895 0 0	1,269 0 10
2400 Pullman	1,409 2 1	1,997 7 2	KAISER			90	915 0 0	1,297 7 6
Pullman (Hansamatic)	1,501 7 0	2,128 0 9	Special 4-door	—	2,250 0 0	SIMCA		
BRISTOL			Manhattan 4-door	—	2,460 0 0	Aronde	599 0 0	849 14 2
Type 403	2,100 0 0	2,976 2 6	KIEFF			SINGER		
Type 404	2,350 0 0	3,330 5 10	Sports 2-seater	1,100 0 0	1,559 9 2	S.M. roadster	510 0 0	723 12 6
Type 405	2,250 0 0	3,188 12 6	LAGONDA			Hunter	687 10 0	975 1 8
Abbott D.H. coupe	2,250 0 0	3,188 12 6	Two-door	2,260 0 0	3,202 15 10	SKODA		
BUICK			Four-door	2,400 0 0	3,401 2 6	1200	630 0 0	893 12 6
Century 4-door	1,897 0 0	2,687 10 6	D.H. coupe	2,400 0 0	3,401 2 6	Station wagon	700 0 0	992 15 10
Super 4-door	2,023 0 0	2,866 4 1	LANCHESTER			STANDARD		
CADILLAC			Sprite	760 0 0	1,077 15 10	Eight	339 0 0	481 7 6
Special 4-door	3,105 0 0	4,398 17 9	LANCIA			Ten	409 0 0	580 10 10
CHEVROLET			Appia	1,250 0 0	1,771 19 2	Estate car	460 0 0	652 15 10
Bel Air 4-door	1,270 0 0	1,800 5 10	Aurelia, Series II	2,020 0 0	2,862 15 10	Vanguard	555 0 0	787 7 6
Two-Ten 4-door	1,225 0 0	1,736 10 10	Aurelia Gran Turismo	2,450 0 0	3,471 19 2	Estate car	633 0 0	897 17 6
CHRYSLER			LEA-FRANCIS			STUDEBAKER		
Windor	2,021 0 0	2,868 19 6	Fourteen	1,130 0 0	1,610 19 2	Champion	1,209 0 0	1,714 0 6
New Yorker	2,318 0 0	3,289 19 11	Estate car	1,130 0 0	1,601 19 2	Commander	1,277 0 0	1,810 7 2
CITROEN			Eighteen	1,380 0 0	1,956 2 6	President	1,484 0 0	2,104 0 6
2 c.v.	398 0 0	564 19 2	2½-litre Sports	1,240 0 0	1,757 15 10	SUNBEAM		
Light 15	685 0 0	971 10 10	LINCOLN			Mark III	795 0 0	1,127 7 6
Big 15	740 0 0	1,049 9 2	MERCEDES-BENZ			Convertible	845 0 0	1,193 4 2
Six	1,040 0 0	1,491 9 2	180	1,195 0 0	1,694 0 10	Alpine 2-seater (with	855 0 0	1,212 7 6
DAIMLER			180D (diesel)	1,260 0 0	1,786 2 6	overdrive)		
Conquest	1,066 0 0	1,511 5 10	220	1,427 0 0	2,022 14 2	SWALLOW		
Coupe	1,225 0 0	1,736 10 10	220a	1,498 0 0	2,123 8 3	Mark I 2-seater	777 0 0	1,101 17 6
Roadster	1,180 0 0	1,672 15 10	300b	2,329 0 0	3,300 10 10	TRIUMPH		
Hard top roadster	1,235 0 0	1,750 14 2	300S	3,902 0 0	5,528 19 2	TR2 2-seater	625 0 0	886 10 10
Century	1,172 0 0	1,661 9 2	300SL	3,100 0 0	4,392 15 10	TR2 Hard top	670 0 0	950 5 10
3½-litre Regency	1,640 0 0	2,324 9 2	MERCURY			Beaumont	775 0 0	1,099 0 10
Sportsman's saloon	1,870 0 0	2,650 5 10	V8 Monterey Fordor	1,806 0 0	2,605 14 5	VAUXHALL		
4½-litre Regency	1,960 0 0	2,777 15 10	M.G.			Wyvern	495 0 0	702 7 6
Sportsman's saloon	2,190 0 0	3,103 12 6	TF Midget 2-seater	550 0 0	780 5 10	Velox	535 0 0	759 0 10
Regina Hooper limou-			Magnette	645 0 0	914 17 6	Cresta	595 0 0	844 0 10
sine	4,385 0 0	6,213 4 2	MORGAN			VOLKSWAGEN		
DELOV			Two-seater (TR)	595 0 0	844 0 10	Saloon	422 10 0	599 13 4
Mark IIB Two-seater	448 0 0	635 15 10	Two-seater (Vanguard)	555 0 0	787 7 6	De Luxe	486 0 0	689 12 6
Mark IIC	477 0 0	676 17 6	Four-seater	580 0 0	822 15 10	WILLIS		
Mark V Lightweight	542 0 0	768 19 2	Coupe, 2-seater	610 0 0	865 5 10	Custom	1,196 0 0	1,695 9 2
2-seater			Coupe, 4-seater	620 0 0	879 9 2	Bermuda	1,269 0 0	1,793 17 6
DE SOTO						WOLSELEY		
Diplomat Custom	1,460 0 0	2,070 5 9				Four Forty four	595 0 0	844 0 10
						Six-Eighty	670 0 0	950 5 10
						Six Ninety	750 0 0	1,063 12 6

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Bearings & Bushes

***Twice
in 3 years**

XXV **RALLYE
MONTE-CARLO** 1955

won on
TYRESOLES

REGISTERED TRADE MARK

1ST

General Classification **CAPT. P. MALLING (Norway) in a Sunbeam**
on 4 "TYRESOLES" Snowtreads

★ **1953 Monte Carlo Rally won on TYRESOLES**

Maurice Gatsonides in a Ford Zephyr

Convincing proof of TYRESOLES reliability

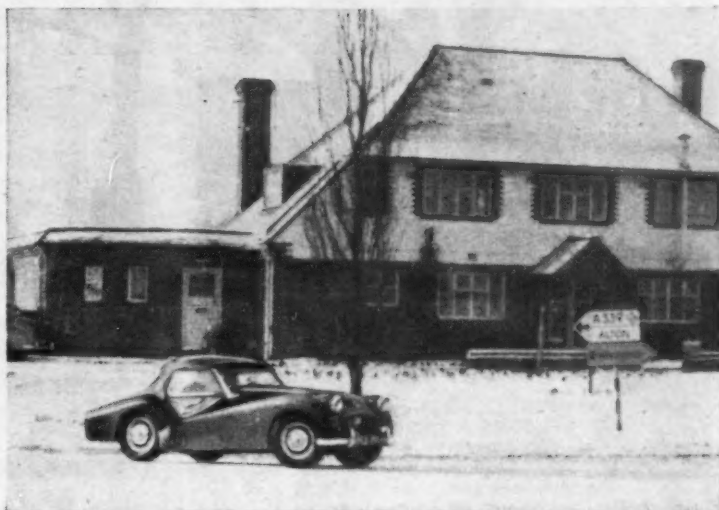


Rosette Round Hampshire

LAST Saturday night the United Hospitals and University of London M.C. held their Rosette Rally, with Hampshire as the main navigational area. There were 60 entries, setting out independently on what is now popularly known as a "telegraphic start." Entrants send telegrams from their starting points and from other appropriate parts of their routes so that the organizers can trace the mileage they have covered by the time they arrive at the central control—and mileage means marks.

In this event the central control was on the Basingstoke by-pass, and the loops to be covered by all cars started and finished there, with the exception of the special test; this was a loop north of Andover, to be covered in 18 minutes. As cars pulled away from the control they were soon running late, more because of the very icy road surfaces that were encountered than because of navigational difficulties. The most difficult loop was the "Navigator's Nightmare," but even in this test navigators had the benefit of time to study the instructions beforehand, so that a good navigator had a chance to make up his mind where he was going before setting off!

At the start of the special test, used to decide ties, car after car arrived late. A



The finish of the rally was at the Venture Restaurant, on the Basingstoke by-pass. R. A. B. Macfie is seen here at the breakfast halt. Although at this stage he was unaware of it, he had won the over-1,300 c.c. class

GOOD ENTRY FLOUNDERS ON ICE IN NIGHT EVENT



A. P. Brown arrives in the early morning at the central control on the Basingstoke by-pass at the end of the Rosette Rally in his Sunbeam-Talbot

but managed to effect a running repair and completed the course.

A. P. Brown (Sunbeam-Talbot) was bogged down for more than two hours and dropped out of the running. But one very unfortunate case affected a marshal; for despite what he presumed to be sufficient anti-freeze in the radiator, the engine froze up while lying idle at a control during the bitter night, and he was observed being towed in during the morning, looking very cold indeed.

At the end of a very difficult night it was found that the winner had put up a

particularly good performance. He was F. W. Scott who, in a Hillman Minx, lost a total of only 13 minutes on the three loops from the central control. Full marks, too, must go to G. S. Sutcliffe, his navigator. R. A. B. Macfie's TR2 took the over 1,300 c.c. class, and J. N. Eldeen (1,100 c.c. H.R.G.) took the prize in the smaller class.

PROVISIONAL RESULTS

Outright winner: Hillman Minx (F. W. Scott).
Up to 1,300 c.c.: I. H.R.G. (J. N. Eldeen).
Over 1,300 c.c.: I. Triumph TR2 (R. A. B. Macfie).
First-class awards: Sunbeam Alpine (T. A. M. Pigott), Frazer-Nash (J. M. Burn), Sunbeam (J. A. Lewis), M.G. Magnette (J. R. Waller), B.M.W. (J. B. Morley), and Singer (G. J. Butcher).

EXCELSIOR

N.M.M.C.'s KITCHING TROPHY HELD "MIDST SNOW AND ICE"

Hillman Minx with a crew of ladies failed to get up one ice-bound hill, and J. R. Waller's M.G. Magnette had to be pushed for some distance during the night. (Waller's crew remarked that the worst part of the proceedings was coming upon other people's skid marks!) L. N. Needham did very well on the special test in his M.G. TD, and, later, R. A. Macfie (Triumph TR2) put up a very good time. M. J. Smart, in a pretty, two-colour Austin-Healey, also covered the ground very quickly.

It was a bad night for mechanical failures as well as for navigational errors and faulty judgment of adhesion. D. F. Penney, driving an A.C. saloon, had engine failure on the last section, and it was later discovered that the camshaft had snapped. The car also got mildly dented at the rear. N. W. Crane sustained a hole in the petrol tank of his Morris Eight,

LAST week-end was a strenuous one for the North Midland M.C. which held its annual dinner-dance and prize distribution on the Friday and its Kitching Trophy trial on the Sunday. The Rising Sun Hotel, about mid-way between Bamford and Hope, on the Sheffield-Chapel-en-le-Frith road, was the venue for the social business and also the start and finish of the trial. About 120 members and friends attended the dinner and dance, Mrs. E. R. Hodgson, wife of the club chairman, handing out a large collection of silverware and other prizes.

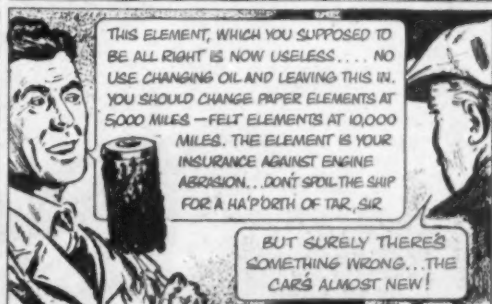
For the trial on Sunday morning there were 40 entries, all "specials"—for this is a championship event—but 15 failed to face the starter owing to illness or bad weather. The day was bright and sunny, but the roads were covered with hard

packed and frozen snow. So were the tracks on the hills, which were therefore unusually rough, and tyres were let down to the minimum in the effort to obtain grip.

From the start on the main road, competitors were quickly led to the much more slippery by-roads and lanes and the first two hills, Old Lees and Green Hope. Old Lees had a useful snow drift across it and Green Hope was a sheet of ice. On both it was a question of "the highest up," G. J. Newman in his 1,172 Cannon VII doing the best on Old Lees, followed by Reg Phillips in Le Tout and J. C. Broadhead in his J.C.B. On Green Hope, Newman and P. A. Atkinson, in his 1,225 Atkinson, shared the honours, with J. S. Jenkins' 1,172 Austin next best.

After these two hills an easy and pic-

SPOILING THE SHIP...



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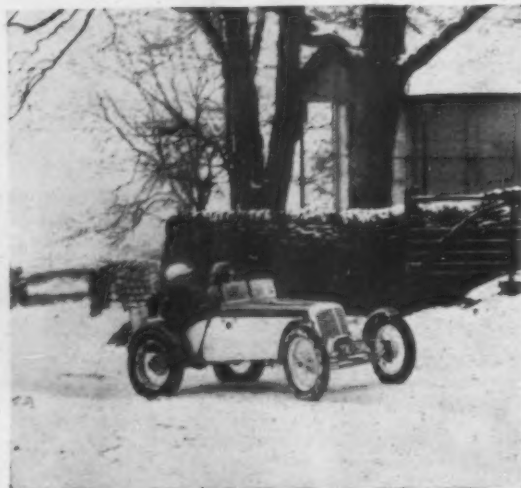
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Filter Elements are designed to give the greatest possible filtration area. They give your engine efficient protection against the grinding destruction of abrasive particles and so prolong its life while giving you a better performance.



KITCHING TROPHY TRIAL continued



Left: G. J. Newman, with the winning Cannon VII approaches the sections at Rowlee Farm. Right: The Ford Special of H. G. Ineson winds its way up the frozen ruts of Rowlee Farm observed sections. Below: N. Carr (Trafford Special) charges a bump



Cyril Corbishley in his 1,172 C.C.S. IV was also good.

For the afternoon performance the section markings were altered slightly, but this made little difference. Newman made the only clean climb of section 2 in both morning and afternoon rounds, which gave him a useful lead. P. A. Atkinson was lying in second place when the rear axle of his Atkinson gave out on the last section—hard luck!

The tie-deciding test was necessary only to differentiate between Corbishley

and T. C. Harrison, the former taking 30.2 sec and the latter 31 sec.

PROVISIONAL RESULTS
Kitching Trophy (best performance): Cannon VII 1.172 (G. J. Newman), 195 marks gained.
"Bouncers" Bowl (passenger's award): Mrs. Newman.
Parker Trophy (second): J.C.B. 1.172 (J. C. Broadhead), 157.
Noble Trophy (third): Squamous 1.172 (F. T. Lewis), 153.
Senior Trophy (fourth): Dellow 1.172 (A. E. Marsh), 151.
Souvenir awards: Le Tout 1.172 (R. W. Phillips), 145; Austin 1.172 (J. S. Jenkins), 139; Cannott 1.172 (R. F. Chappell), 135; Harford 1.172 (E. Harrison), 134; C.C.S. IV 1.172 (C. Corbishley), 132; Harford 1.172 (T. C. Harrison), 132.
Scales-Maigh Team Trophy: "Cannonians"—R. F. Chappell, G. J. Newman and P. F. Highwood (Spence 1.172), 425.

RILEY RALLY

THE weather was appropriately cold and snowy for the fifteenth Winter Rally, held by the Riley Motor Club (London Centre) last Saturday. The sun shone as competitors set out from Bromley in Kent. Road conditions were good at the start, but gradually deteriorated throughout the event. Driving tests were held at intervals on the 45-mile route and owing to the icy surface, one of these had to be cancelled. The other tests were approached by the competitors with caution; in particular, times for the garaging test were unusually slow. The finish was at the R.A.C. Country Club at Woodcote Park, Epsom, and, in spite

of the hazards of snow and ice, only three of the 65 starters failed to complete the course.

PROVISIONAL RESULTS
R. James Trophy (best performance by open car): 1953 Mire (D. E. Todd).
R. G. Porter Trophy (best performance by closed car): 1948 1½-litre (J. Williamson).
Riley Memorial Trophy (ladies' award): 1949 1½-litre (Mrs. O. I. Johnson).
President's Challenge Trophy (novice award): 1950 2½-litre (G. A. Reed).
"Illustrated Sporting and Dramatic" Trophy (best performance on age formula): 10.8 h.p. (F. H. Wood).
First-class awards: 1946 1½-litre (W. B. Thresher); 1937 12 h.p. (P. Vince Brown); 1953 2½-litre (L. W. Range); 1953 1½-litre (P. H. Channon); 1948 1½-litre (R. Lumsden); 1950 1½-litre (T. F. G. Hawley); 1955 12 h.p. (K. M. Banks); 1952 2½-litre (G. H. Grace); 1935 12 h.p. (R. Boltonley); 1951 1½-litre (R. M. Pook); 1946 1½-litre (R. Neate).

NORFOLK PANCAKES

ICE and snow, which have added greatly to the hazards in recent events, turned last weekend's Pancake Rally into one of the toughest events ever run by the Sporting C.C. of Norfolk. Of the 50 entries there were 36 starters, several of whom had to dig their way through snow drifts to reach the start at Norwich.

A 140-mile route led northwest along the River Wensum, where competitors had to cross consecutive bridges and fords from opposite directions. Very heavy snow had made several of the lanes impassable, and where single tracks had been cleared

by snow ploughs, stoppages frequently occurred when cars approached from opposite directions. In spite of the conditions, there were only eight retirements. It goes without saying that the event was "won on the road."

RESULTS

Winner: Sunbeam-Talbot (J. Godbolt), 1,340 penalty marks.

Class winners (open cars): Up to 1,100 c.c.: not awarded. 1,100-1,600 c.c.: M.G. (B. J. Bidwell), 2,715. Over 1,600 c.c.: Triumph TR2 (D. R. Burrell), 1,395. **Closed cars**: Up to 1,100 c.c.: Renault (A. J. Hind), 2,075. 1,100-1,600 c.c.: Ford (E. Isherwood), 1,875. Over 1,600 c.c.: Sunbeam-Talbot (J. Godbolt), 1,340.

turesque section along the upper valley of the river Derwent was followed by a few miles of main road, by the side of the frozen reservoirs which supply Sheffield with its water. Then a turn through a farm gate led to a steep track designated "Section 3," which led up to Rowlee Farm. Those who lacked adhesion on Section 3 were to return to the bottom and take a lane leading up to the farm, but all climbed clean.

Here at Rowlee, eight observed sections had been laid out, all rough and icy. Some sections were in a wood, and the exhausts reverberated strangely as rear wheels spun and the cars slipped backwards. N. H. Coates was reversing from one section when a rear wheel discovered that a ditch lay beneath a layer of apparently level snow. As a result the car did a slow motion roll, spilling out crew, petrol and oil, luckily without serious damage. Coates finished the course, in fact, but Mrs. Coates does not approve of petrol as a shampoo!

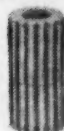
After an interval for refreshment the eight sections had to be tackled again. Then the route was retraced to Bamford, where a tie-deciding test into and out of "garages" was a simple affair after what had gone before.

In the morning battle on the Rowlee sections Newman certainly did well, registering clean climbs or "highest up." Others in the picture were Broadhead, Atkinson, and Tony Marsh in his Dellow.

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THE SPORT

by

J. A. COOPER

GREAT EXPECTATIONS

EMPIRE TROPHY

GOODWOOD NINE HOURS

NOW that the final date for acceptance of entries for this year's edition of the Le Mans 24-hour race has passed, the organizers—the A.C. de l'Ouest—have completed their unenviable task of sorting out the lucky sixty who are being invited to make up the starters, and the fifteen extra entries who may stand by as reserves to fill any vacancies caused by cancellations. The full list is printed herewith, and it will be seen that this country is to be present in strength. In fact, Great Britain is represented by 24 entries, the largest for any country; then come France with 16, Italy with 10, Germany with 5, the U.S.A. with 3 and Belgium and Switzerland with one each; these are, of course, the nationalities of the entrants, but the British entries all represent cars of British manufacture.

Obviously, a terrific battle for outright victory will be waged, with Jaguar, Mercedes-Benz, Ferrari, Aston Martin and Lagonda, Maserati, Gordini, Cunningham and Talbot all engaged. Fifty out of the sixty acceptances are works-entered cars—and this does not count the Cunningham-entered Jaguar in that category—so the difficulty of entering this race without works backing is heavily underlined. No fewer than seven of the fifteen reserves are also works-entered, so the magnitude of the problem which has confronted the organizers becomes the more apparent. All this emphasizes the essential fact that while there is now almost a superfluity of sports car races in the calendar, there is only one Le Mans; by its long history and tradition, it stands alone in importance in its sphere.

There are many manufacturers in the list who are comparative strangers to the race. Maserati are in with three cars (and two reserves); Coopers with two cars, Standards with two Triumph T.R.2s, M.G.s with two, Moretti with two, Connaught, Arnott, Lotus and Stanguellini with one each. Many of these have had their applications cut in numbers by sheer lack of the room necessary to accommodate them all. However, the consequent variety should make for exceptionally keen competition in every one of the capacity classes—quite apart from the index of performance, or handicap result. In this respect, the prospects are better than for many years past.

On the face of it, the outright winner should come from one of three stables: Ferrari, Mercedes-Benz or Jaguar. But many strange things

happen in racing, and he would be a rash man indeed who dared to stake his fortune on the result!

Manufacturers' Entries

Arnott 1,190 c.c.; Arnott Racing Cars. Aston Martin 2,922: David Brown (2 cars). Bristol 1,375: Bristol Aeroplane Co. (3 cars***). Connaught 1,484: Connaught Engineering. Cooper 3,442: Cooper Cars. 1,688: Cooper Cars. Cunningham 2,846: B. S. Cunningham Co.*. D.B. 748: Automobiles D.B. (2 cars**). Ferrari 3-4,888: Automobili Ferrari (3 cars*). Frazer-Nash 1,688: Frazer-Nash Cars. 1,371: Frazer-Nash Cars. Gordini 2,991: A. Gordini (2 cars). 1,987: A. Gordini. Jaguar 3,442: Jaguar Cars (3 cars*). Kieft 1,483: Kieft Cars. 1,188: Kieft Cars. Lagonda 4,433: David Brown (2 cars). Lotus 1,987: Lotus Engineering. Maserati 2,991: Automobili Maserati (2 cars). 1,386: Automobili Maserati. Mercedes-Benz 2,984: Mercedes-Benz (3 cars). M.G. 1,459: M.G. Cars (2 cars). Moretti 747: Automobili Moretti (2 cars). Nardi 747: Automobili Nardi. Panhard 850: Automobili Panhard (2 cars*). 758: Société Monopole (2 cars). Porsche 1,498: Porsche A.G. (2 cars*). Stanguellini 747: V. Stanguellini. Talbot 4,423: Automobili Talbot. Triumph 1,991: Standard Motor Co. (2 cars). V.P. 747: Automobili V.P.

Private Entries

Austin-Healey 2,660: L. Macklin. D.B.-Panhard 745: L. Héry. Ferrari 3,000: P. Helde. M. Sparken. Jaguar 3,442: B. S. Cunningham Co. Ecurie Francorchamps. Osca 1,491: E. Fronteras. 1,899: J. Piron. Porsche 1,498: W. Rinsmeyer. Salomon 2,308: J. P. Coias.

*Qualification (one car) for 1954-1955 Biennial Cup.
Reserves (in order of preference)
Aston Martin 2,922: M. Gatzonides. Maserati 1,484: Automobili Maserati. Porsche 1,498: Porsche A.G. D.B. 748: Automobiles D.B. M.G. 1,459: M.G. Cars. Porsche 1,498: G. Olivier. Porsche 1,498: J. Claes. Ferrari 3,000: Y. Giraud-Cabanoux. Jaguar 3,442: H. Pelgoux. Triumph 1,991: Standard Motor Co. Constantin 1,413: A. Constantin. Ferry-Renault 747: Société Ferry. Maserati 1,484: Automobili Maserati. V.P. 748: Automobili V.P. Renault 748: L. Rosier.

THE entry by Briggs Cunningham of a D-type Jaguar and a new 3-litre Cunningham marks the end of the Le Mans career of the 5½-litre American-engined Cunninghams with which Briggs has so ably kept the Stars and Stripes flying in the French race during the last few years. The new 3-litre model (the C6R) will, it is hoped, weigh no more than 16½ cwt dry; it has a wheelbase of 8ft 4in, a track of 4ft 4in, wishbone-type i.f.s. and a de Dion rear suspension layout, with coil springs all round. The engine is a four-cylinder 2,942 c.c. Offenhauser unit, with

twin o.h.c.; with two double-choke Weber carburetors it is reputed to develop 270 b.h.p. at 6,000 r.p.m. on an 8 to 1 compression ratio. Altogether a most interesting car, and it is to be hoped that it will be a worthy successor to its big brothers—for Briggs Cunningham deserves success, as a hard trier and a great sportsman.

THE Ferrari entries, marked as between three and four litres in capacity, will presumably be the new 3,750 c.c. six-cylinder cars, one of which made its début in the Argentine sports car race. The new 3-litre Maseratis should be exciting, but whether or not they will last out the 24 hours remains to be seen; and if Gordini can keep one of his 3-litres in the race till the end anything can happen, for they are very fast. The 2-litre class will be a battle between Gordini, Maserati, Bristol and Frazer-Nash; the 1½-litres comprise Porsche, Osca, Connaughts, Kieft and M.G. Among the seven 1,100 c.c. entries are four (Kieft, Arnott, Cooper and Lotus) with Coventry Climax engines; against them are two Panhards (850 c.c., but very fast for their size) and an Osca (very fast indeed). Finally, the French cannot this year be certain of a 750 c.c. class victory, for two Morettis, a Nardi and a Stanguellini (all from Italy) will provide fiercer competition than they have had for a long time.

Ah well—roll on June 11 and 12!

THE British 1955 racing season is almost upon us, in spite of the wintry weather which has plagued us of late; regulations are now available for the B.R.D.C. Empire Trophy sports car race at Oulton Park on April 2. This—the seventeenth in the series—has an international permit, and cars will be divided into three capacity classes: up to 1,500, 1,501 to 2,700, and over 2,700 c.c. It will

The Ferrari for this year's Le Mans race? This is the new 3,750 c.c. six-cylinder model which appeared recently in Argentina, seen here with Trintignant at the wheel



THE SPORT

comprise three scratch heats (one for each class, each over 16 laps or 45 miles) and a handicap final (25 laps, approximately 70 miles). The prize money totals over £1,500. Last year's race on a similar basis—won, you may remember, by the Cooper-Bristol driven by Alan Brown—was excellent, and this year's could well be even better. All enquiries to the B.R.D.C., 4, Park Lane, London, W.1.

MANY enthusiasts will rejoice at the news that the B.A.R.C. will once again stage its Nine-Hour Sports Car Race at Goodwood this year. The scheduled date is August 20, and as before the race will start at 3 p.m. and finish at midnight. No further details are yet available, but presumably the form of the race will not be greatly changed from that of 1953, when last it took place.

FEW motoring clubs can have such an impressive array of trophies of one sort and another as the Sheffield and Hallamshire M.C., which effectively displayed them all at its annual dinner and dance at the Cutlers' Hall, in Sheffield, on Wednesday of last week. Admittedly, some of them are the property of the thriving motor cycle section of the club; but as it was founded over fifty years ago, it is perhaps not surprising that even the car section alone has amassed so much silverware as to constitute almost an embarrassment. This was, as always, a cheerful party; and the illustrations of various motoring terms in the menu were in themselves a guarantee of amusement.

A ONE-MAKE club with a membership which must represent a higher percentage of owners than is usually the case, the A.C. Owners' Club continues to thrive. This was obvious from the attendance and enthusiasm at its annual dinner and dance last Saturday, at the Cumberland Hotel in London; the whole affair went with a swing from start to finish, and the time passed very quickly indeed. One most interesting statement emerged in the speech made by W. A. E. Hurlock, chairman and managing director of the A.C. firm, when he mentioned the existence in



The three principal trophy winners in the recent Rhyl and District M.C. Braid Rally (see Club News) with their cars and crews. Left to right: W. G. Williams (Volkswagen), D. C. Mills (Renault), and T. A. Hodgkinson (Riley)

experimental form of a flat-four engine, presumably intended eventually to supplant the well known six-cylinder as power unit for the A.C. Ace, among other possible usages. The close liaison between the club and the company was once again made evident, and an excellent evening finished all too soon.

THE Sestriere Rally began officially today, and the route to be followed by all competitors travels all round Italy, starting and finishing at Sestriere, the winter sporting resort not far from Turin. There are only two British entries: Ken Wharton with G. Shanley in a Daimler Conquest Century saloon, and Mrs. Joy Cooke with J. Dorsett in a Ford Anglia; by the rules of the rally, which allow bonus marks for competitors covering extra distances before their actual starting points in the rally proper, these two have been under way since Tuesday en route from this country to Berne, where they will join with other competitors. Most of the competitors (approximately 80 in number) are Italian, but among the French contingent there are such well-known names as M. Becquart and Mme. Terray (both in Simca Arondes) and R. Cotton and A. Blanchard (both in Dyna Panhards). The rally finishes on Tues-

day next, March 1, and the weather conditions prevailing at the time of writing look like making it tough going over the greater part of the route.

IN this country this weekend, there are three night rallies: the Oxford University M.D.C. Targa Rusticana, the Liverpool M.C. Jeans Gold Cup Rally and the West Essex M.C. Clover Leaf Rally; then, on Sunday, come the Maidstone and Mid-Kent M.C. Brian Lewis Trophy Trial, and the Plymouth M.C. 200 Trophy Trial. The state of the weather will no doubt have a considerable hand in determining the difficulties encountered in all these events.

CLUB NEWS

Warrington and District M.C.—Owing to the snowy condition of the roads, the stewards of the meeting decided to postpone the Daffodil Rally, which was to have taken place on February 20. The clerk of the course endeavoured to drive over the route during the evening of February 19, but "ditched" his car owing to the difficulty of defining road from fields. Competitors were notified of the postponement, but many of them went to Warrington to see a film show which was hurriedly arranged at the Lion Hotel.

Rhyl and District M.C.—Forty competitors started from Colwyn Bay in the Braid Rally, held on February 12-13. The route, which began with a 7-mile regularity section, led drivers over major and minor roads in Snowdonia, Anglesey, Denbighshire and Flintshire. The roads were snow covered, and ice stopped cars on several steep hills, one section in the Cilcain district having to be cut out. On arrival at the Marine Hydro Hotel in Rhyl on the Sunday morning, many of the cars showed signs of damage, and 14 starters had been forced to retire. The event was won by W. Gwyn Williams, driving a Volkswagen, who had lost only 30 marks during his journey of 230 miles on icy roads.

Braid Challenge Trophy: Volkswagen (W. Gwyn Williams), 30 marks lost. **Brookes-Parry Trophy:** Renault (D. C. Mills), 35. **Moss Trophy:** Riley (T. A. Hodgkinson), 35. **Navies award:** Jeep (J. McBeth), 250. **Mike Hinde navigator's cup:** D. G. Williams. **Open cars up to 1,000 c.c.:** M.G. (O. Edwards), 185. **Over 1,000:** Triumph TR2 (H. Greenwood), 165. **Closed cars up to 1,500 c.c.:** 1. Hillman Minx (A. Bennison), 225; 2. Austin A30 (M. P. Rutt), 250; **Over 1,500:** 1. Sunbeam (K. Blomfield), 110; 2. Vauxhall (D. J. Hampson), 115. **Team award:** "Colwyn First Team"—A. Bennison, K. Blomfield and J. Fielding (Triumph TR2).

COMING SHORTLY

FEBRUARY 25.—B.R.S.C.C. Annual dinner and dance, Park Lane Hotel, Piccadilly, London, W.1, 7 for 7.30 p.m.

25.—Southsea M.C. Annual dinner and dance, Royal Beach Hotel, Southsea, Hampshire.

25.—Lagoda Club Northern Section annual party, Cotton Hotel, Knutsford, Cheshire.

25-March 1.—Sestriere Rally, Italy.

26.—Per Ardua M.C. Rabbits Rally.

26.—Brighton and Hove M.C. Annual general meeting, Club Headquarters, Madeira Drive Archers, Brighton, 7.30 p.m.

26-27.—Oxford University M.D.C. Targa Rusticana Curlew Garage, Moreton-in-the-Marsh, Gloucestershire, 9 p.m.

26-27.—Liverpool M.C. Jeans Gold Cup Rally, starting from Liverpool and Garstang, Lancashire, 9 p.m.

26-27.—West Essex C.C. Clover Leaf Night Navigation Rally Rayne, near Braintree, Essex, 9 p.m.

27.—Agadir race meeting, Morocco.

27.—Maidstone and Mid-Kent M.C. Brian Lewis Trophy Trial, Rooter car park, Maidstone, Kent, 10.30 a.m.

27.—Plymouth M.C. 200 Trophy Trial, Home Park car park, Plymouth, 9 a.m.

27.—West Hants and Dorset C.C. Hartwell Cup Trial, Doddings Farm, Bere Regis, Dorset, 11.30 a.m.

27.—Berkhamsted M.C. and C.C. Annual general meeting, Kings Arms Hotel, Berkhamsted, Hertfordshire, 3 p.m.

MARCH 2-6.—Paris-St Raphael ladies' rally France

3.—Surrey Sporting M.C. Film show, Warwick Hotel, Redhill, Surrey, 8 p.m.

5-6.—A.C. Owners Club, Night trial, Five Bells Restaurant, South Mimms, Hertfordshire, 9 p.m.

6.—Dakar G.P., Senegal

5.—Solnas ice race meeting, Sweden.

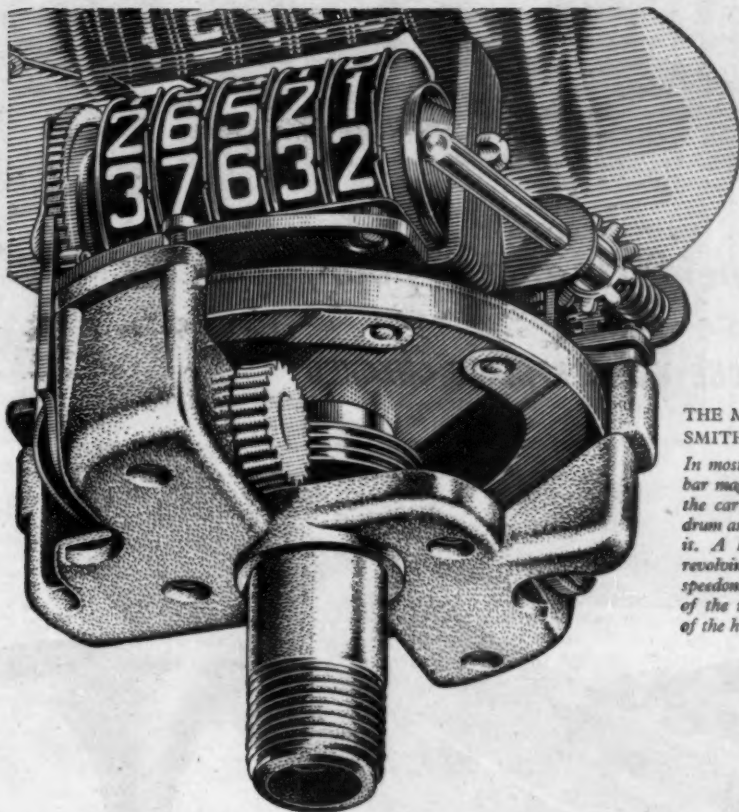
5.—Bugatti O.C. Opening rally and prize giving, Chadwick Manor, Knowle, Birmingham, 12 noon.

6.—M.C.C. Opening run, Myllet Arms Western Avenue Greenford, Middlesex, 2 p.m.

5.—Combined Universities M.C. Inter-Varsity Speed Trial, Tempsford Aerodrome, near Biggleswade, Bedfordshire.

6.—Lancis M.C. Scavenger hunt.

8-13.—R.A.C. Rally, starting from Hastings and Blackpool



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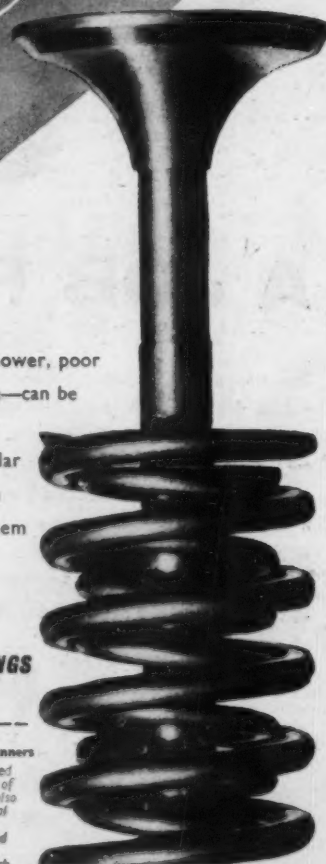


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CLUB NEWS

continued

Herefordshire M.C.—The Welsh Rally, which is the club's principal event of the year, will take place on March 26-27. The route will cover between 400 and 500 miles in Wales and the Border counties, and members of the following clubs are invited to compete: Bridgnorth and D.M.C., Hagley and D.L.C.C., Pembrokehire M.C., Worcester Valley M.C. and Welsh Counties C.C. Regulations can be obtained from either of the joint organizers—Dr. C. W. F. McKean, Greenacre, Barons Cross Road, Leominster, Herefordshire, and G. C. Warburton, Etram Street, Leominster—or from the honorary secretary, J. R. W. Thomas, Chad Radio, St. Owen Street, Hereford.

Horsham and District M.C. and L.C.C.—The annual Spring Rally on March 27 is open to members of the following clubs: Brighton and Hove M.C., C.S.M.A., Cranleigh M.C., Haslemere M.C., Kentish Border C.C., London M.C., Surrey Sporting M.C. and the promoting club. Starting from Horsham at 11 a.m., competitors will follow a 100-mile route to the finish at Storrington, Sussex. Entries should be sent by March 20 to E. G. Smith, Merlewood, 20, Guildford Road, Horsham, Sussex.

Wirral Hundred M.C.—A sprint trial will take place at Rhydymwyn, near Mold, in North Wales, on Saturday, March 26. The track is a half-mile continuous road circuit, and cars will be timed over two laps. Invited clubs are B.A.R.C., B.R.S.C.C., M.G.C.C. (N.W.), Liverpool M.C., Mid-Cheshire M.C., Sheffield and Hallamshire M.C. and Bugatti O.C.; regulations are available from R. W. Francis, 9, Wesley Avenue, Wallasey, Cheshire.

Alvis O.C.—The results of the Winter Rally run by the Southern Section on January 30 are as follows:—

1, 1955 Fourteen (Miss E. J. Chapman); 2, 1934 Speed Twenty (B. G. Fincken); 3, 1934 Firebird (R. E. Spain). **Best newcomer:** 1956 Speed Twenty (M. White).

The Midland Section is organizing the Wislaw Night Navigation Trial on Sunday, March 6. The event, which will cover a road section of 135 miles, is open to all members of the Alvis O.C. and the Alvis Register. Entries should be sent to G. N. S. Davies, Stonehouse, Cleeve Prior, near Evesham, Worcestershire.

Mid-Cheshire M.C.—The Spring Rally will be held on March 12-13, and supplementary regulations and entry forms may be obtained from the honorary secretary at 215, Chester Road, Hartford, Northwich, Cheshire. Entries close on March 3. The start will be at the White Barn, Cuddington, near Northwich, and there will be a road

section of about 200 miles in Cheshire, Shropshire, Staffordshire and Derbyshire. This is a closed invitation event for members of the Lancashire and Cheshire C.C., North Staffs M.C., Chester M.C., Rolls-Royce M.C. and Wirral 100 M.C. in addition, of course, to members of the promoting club.

Caernarvonshire and Anglesey M.C.—The new secretary is Don C. Mills, of Bryn Helen Studio, Caernarvon. His telephone number is Caernarvon 472. Chief events in 1955 are the Farmyard Frolic on March 5, Palfeman Rally on April 30, an autocross on September 18, a standard car trial on November 20, and Operation Icicle on December 26.

Eight Clubs.—The third Eastbourne Rally will be held from Friday evening, March 25, to midday on the following day. It is open to any member of the following clubs: Hants and Berks M.C., Harrow C.C., Cemian M.C., Chiltern C.C., Seven-Fifty M.C., Lagonda Club, Lancia M.C., A.C.O.C., and, by special invitation, Bentley D.C. The event will be in two parts—a road section, and driving tests. The road section will not include difficult navigation or rough tracks, as it is intended primarily for entertainment. There will be time controls and route checks between, and the method of setting out the course is to stick to the amusing. The driving test will take place on King Edward's Parade, Eastbourne, and it will cater for all types of car. Details of the tests will be published with competitors' final instructions. There will be starting controls at Warwick, Luton and Virginia Water, and competitors must choose their starting control when entering. Entries close on March 19, and entry forms may be obtained from Holland Birkett, 3, Pondtail Road, Fleet, Hampshire.

Fairley Aviation Company M.C. and C.C.—A night rally will be held on March 12-13 in conjunction with the 750 M.C. and the Chiltern C.C., and the E.M.I. M.C. and C.C. The event is suitable for the novice as well as the more experienced driver. The secretary of the meeting is L. H. Beal, Fairley Aviation Co., Ltd., Heston Aerodrome, Hounslow, Middlesex.

M.G. Car Club.—The North-Western Centre will hold a navigational rally in the North Lancashire area on March 13. The road section will be nearly 100 miles long, and all controls will be identified by means of map reading, or navigation problems set out in the route sheets. Entries should be sent by March 1 to the secretary of the meeting, G. H. Smith, 7, Lime Grove, Limefield, Bury, Lancashire; team entries of three cars will be accepted up to the start of the event.

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1954 AUSTIN A.40 Somerset, heater, leather, one owner	£625
1952 AUSTIN A.40 Somerset, beige, heater, leather	£545
1954 AUSTIN A.30 2-door saloon, one owner, leather	£450
1947 HILLMAN Minx d/h coupe, in first-class condition	£345
1948 STANDARD 12 d/h coupe, grey	£325

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This is the new site at Fishermen's Bend, Melbourne, which marks the latest stage in the development of the British Motor Corporation's expansion plans in Australia. The factory has 250,000 square feet of building, and should be completed by the spring of 1956. The equipment alone is estimated to cost more than £A1,000,000. It will enable body panels to be built up rust-proofed, painted and trimmed in Australia. Mechanical components produced at Sydney will be added on the final assembly lines.



IN BRIEF

Mr. Winthrop W. Aldrich, the American Ambassador, has accepted an invitation to be present at the golden jubilee banquet of the Motor and Cycle Trades Benevolent Fund, to be held on May 3, 1955.

Ford service weeks will be held commencing on the following dates: March 12-19, Dutton and James, Ltd., Chester; March 21-26, Haynes Brothers, Ltd., Maidstone, Kent; March 28-April 2, Carter Gate Motor Co., Nottingham.

The group net profit of the David Brown Corporation, Ltd., for the 12 months ended June 30, 1954, was £677,682 (£520,520 previously). The figure was arrived at after including taxation charges.

Mr. T. A. Thomas has been appointed contracts representative by Wingard (M.A.), Ltd., Chichester, Sussex. He will be responsible for personal liaison with car and commercial vehicle manufacturers and body-builders in the United Kingdom.

Vauxhall Motors, Ltd., have increased their share capital from £7,100,000 to £16,300,000 by the issue of £9,200,000 ordinary shares of £1 each at par. The whole of the additional capital has been subscribed by the General Motors Corporation.

The Blue Star Garages, Ltd., branch at Rossmore Court, Park Road, London, N.W.1, has been appointed distributor of Fiat cars in North-west and North London. The company is also the sole distributor for Hertfordshire through the branch at Uxbridge Road, Rickmansworth.

Exports of Triplex safety glass in 1954 exceeded the previous year's total by more than 15 per cent. Exports were made to 46 countries, and the total footage was almost 40 times as much as the pre-war export figure. This export total is in addition to safety glass fitted to cars for export.

Mr. B. J. Haill has been appointed general works manager of the Cambridge Street, Manchester, factory of the Dunlop Rubber Co., Ltd. This is one of the company's largest factories. Mr. Haill was previously works manager of the Dunlop

factory on the Hirwaun trading estate, and general works manager of the Brynmawr and Cwmavon factories in South Wales.

Nuffield service weeks will be held commencing on the following dates: April 18, Morris Garages, Ltd., Oxford; April 25, Hallens, Cambridge; April 25, Whellers (Motors), Ltd., Yeovil, Somerset; May 2, Joseph Cockshoot, Ltd., Manchester, and Regent Motors, Cheltenham, Gloucestershire; May 9, Joseph Cockshoot, Ltd., Manchester; May 16, John Pepper (Hanley) Ltd., Stoke-on-Trent, Staffordshire, and J. Blake, Ltd., Liverpool; May 23, John Pepper (Hanley), Ltd., Stoke-on-Trent, Staffordshire, and J. Blake, Ltd., Liverpool.

Standard and Triumph service weeks will be held commencing on the following dates: February 28, W. Sparrow and Sons, Ltd., Osborne Garage, Yeovil, Somerset, and Nortons (Newport), Ltd., Rodney Road, Clarence Place, Newport, Monmouthshire; March 7, The Stanbourne Motor Co., Ltd., Pokesdown Hill, Bournemouth, Hampshire, and Ackland's Motor Garage, Ltd., York Street, Swansea, Glamorgan; March 14, Puttocks Garage, High Street, Guildford, Surrey, and Arthur Charles, Ltd., Barge Garage, English Bridge, Shrewsbury; March 21, South Bucks Garages, Ltd., Standard House, 204-6, High Street, Slough, Buckinghamshire, and R. E. Wright and Co., Ltd., 790-794, Borough Road, Birkenhead, Cheshire; March 28, King and Harper, Ltd., Milton Road, Cambridge, and Cookes Garages (Crewe), Ltd., Crewe, Cheshire.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks and information:

No. 17052. 1935 Daimler Fifteen.
 "N.J.G."—All possible information and a handbook.

No. 17053. 1936 2½-litre S.S. Jaguar.
 "E.T.Y."—All possible information regarding running costs.

No. 17054. 1932-33 Marendaz Special.
 "G.D."—Any available information and details of engines fitted.

No. 17055. Handbooks Required.

"W.E.B."—1937 Standard Nine.

"C.B."—1924 Rolls-Royce Silver Ghost.

"J.M.W."—1946 18 h.p. Wolseley workshop manual.

"F.L.P."—1939 Morris Twelve; also a workshop manual.

"G.E.C."—1937 Fiat 500; and wiring diagram.

"G.M."—1938 Rover Fourteen.

"J.C."—1938 Austin Eighteen.

"S.B.P."—Series Six B.S.A. Scout.

"R.H."—1936-39 Lanchester Eighteen and Daimler Fifteen.

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1953 HUMBER Super Snipe Mk. IV Saloon (left hand drive). Grey with red leather. Radio. 7,000 miles.....	£775	1954 WOLSELEY 4/44 Saloon. Grey with grey leather. Fitted heater. 10,000 miles.....	£795
1953 (Dec.) FORD Zephyr-Six Saloon. Black with red leather. Fitted heater. 12,000 miles.....	£695	1953 (Dec.) FORD Consul Saloon. Black/grey with red leather. Fitted heater. 8,000 miles.....	£635
1954 STANDARD Vanguard Saloon. Blue with red leather. Fitted heater. 6,000 miles.....	£695	1954 HILLMAN Minx Mk. VII Convertible Coupé. Black with red leather. 10,000 miles.....	£675
1953 (Sept.) SUNBEAM Alpine Roadster. Alpine mist with red leather. 11,000 miles.....	£845	1954 HILLMAN Minx Mk. VII Saloon. Black with red leather. Fitted heater. 10,000 miles.....	£625
1953 SUNBEAM-TALBOT '90' Mk. IIA Saloon. Alpine mist with red leather. Fitted radio and heater. 13,000 miles...	£875	1952 (Oct.) AUSTIN A.40 Somerset Saloon. Grey with fawn leather. Fitted heater. 18,000 miles.....	£565
1953 HUMBER Hawk Mk. V Saloon. Black with brown leather. Fitted heater. 21,000 miles.....	£725	1953 MORRIS Minor 2-door Saloon. Green with green leather. 7,000 miles.....	£545

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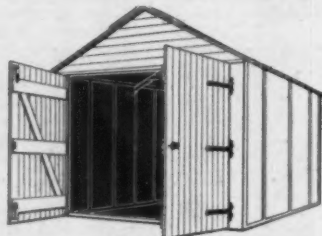
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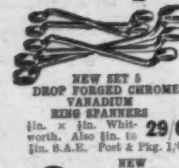
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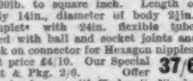
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MORRIS Oxford 8.11, May '54, 13,000 miles, birch grey/red, htr., superbly maintained, as new. London Road, Waterburyville. Tel. 2251.	£685
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1954 WOLSELEY 6/80 Saloon, 600 ms. £850	

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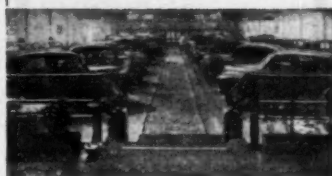
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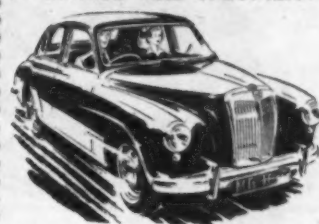
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1952 HILLMAN Minx saloon	£545
1952 JOWETT Javelin saloon	£695
1952 MORRIS Oxford saloon	£545
1949 MORRIS Oxford saloon	£445
1953 MORRIS Minor 4-dr. saloon	£565
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BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage. Replies should be addressed to, "Box 0000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

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H. A. SAUNDERS, Ltd., Golders Green, require:—

A.C. cars for cash—140-144, Golders Green Rd., N.W.11, Speedwell 0011. [W4004]

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GOOD A.C. required immediately.—G. Edwards, 118, Amenbury Lane, Harpenden, Herts. [W2000]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C. Hampstead (Tube), N.W.3, Ham 6041. [W4018/R]

GATEHOUSE MOTORS are buyers of A.C. cars.—Gatehouse, 141, Highgate Village, London, N.6, Tel. Mountview 4444. [W2021]

XXX H. F. Edwards offer immediate cash for good A.C.—50, Great Portland St., London, W.1. Tel. Lancham 0012. [W2003]

Alfa-Romeo Cars Wanted

BARTLETT will pay more for good Alfa-Romeos.—27, Pembroke Villa, W.11, Bay 0523. [W1013]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3, Ham 6041. [W4018/R]

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2948-9. [O124/R]

ALLARD

RICHARD STED offers:—

1950 (December) J2 Allard, red, engine completely overhauled; £450.—Fernhill Garage, Begbroke, Oxon. Tel. Kidlington 2112. [W458]

RICHARDS & CARR, Ltd., are always best value.

1949 drop head, excellent throughout, second engine, £235.

1948 tourer, recirculated new hood, superb example; £285.

35, Kinnerton St., London, S.W.1. Tel. Sloane 5424. [C3045]

£498—Allard sports saloon, really excellent; many others.

B—Allard sports, 1, Clarendon Rd., Holland Park, London, W.11, Park 5066-7 (50 yards Holland Park Tube). Exchanges, H.P. [C1017]

BUYING? Selling? Performance Cars are your best bet. Please scan page 38. [C3041]

ALLARD M2X d/h coupe, April '52, only 19,000 miles, heater, taxed, £595.—Lewis, 1, Lambert Ave., Leeds, 2, Tel. 65905. [W2009]

1949 Allard Monte Carlo saloon; £375.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171. [W1614]

1952 work, Ltd., Southgate St., Winchester. Tel. Winchester 4365. [C1010]

295—Allard 1948 drop head coupe, ivory, green leather, good condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 8041. [C3015]

PROFESSIONAL man offers Allard K1, modified 1951, h.c. heads, twin Solex, new tyres, hood, fitted radio, Rumbullbars at vent, 2,000 miles, immaculate; £375 o.n.o. H.P. available.—Mesa 2166. [W562]

SALES & WANTS

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MOTORISTS!

ACCOMMODATION—HOTELS
GUEST HOUSES, ETC. FOR
BUSINESS OR PLEASURE

See page 80

ALLARD

ADLARDS MOTORS, Ltd., main Allard distributors, of 45/45, Acre Lane, Brixton, London, S.W.2. Brixton 6831, always have a good selection of used cars for inspection and sale. [0864/R]

ALLARD 1949 model fourseater drop head coupe, colour grey, bodywork and interior in excellent order, new hood, high axle ratio, Mercury engine fitted 23/5/52, one change of ownership, log kept giving details of modifications, etc., quick, quiet and comfortable; cost £1,577; owner purchased new Rover; now offered for sale at £320 o.n.o.—Peter Weaver, Melton Mowbray, Leicestershire. Tel. Melton Mowbray 535. [7429]

Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3, Ham 6041. [W4018/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Allard buyers.—Tel. Wembley 8691/3903. [W4015]

RICHARDS & CARR, Ltd., the best Allard buyers.—55, Kinnerton St., W.1. Sloane 5424. [C3045]

ALVIS

SLOCOMBES, Ltd., [C3004]

1951 Alvis 14hp sports tourer, 2-seater, fold-flat screen, disappearing hood, twin spot lamps, finished in red, a handsome example of 'his famous marque, left-hand drive; £625; unique guarantee, terms, part exchanges cars of motor cycles—38-52, Dudden Hill Lane, N.W.10, Willesden 8969. Also at 379, North Circular Rd., N.W.10. [C3017]

BROOKLANDS: Alvis London Distributors.

1955 models available, demonstration.

1953 Alvis 3-litre saloon, 8,000 miles.

1952 Alvis 3-litre drop head coupe.

GUARANTEE, confidential terms.

103, New Bond St., London, W.1. Mayfair 8351. [C1029]

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1936 (June) Alvis 6-cylinder 3½-litre sports saloon, unrepeatable specimen; £285.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11, Speedwell 0011 (10 lines). [C3004]

ALAND & TABOR, Ltd., Welwyn By-Pass, Herts, Alvis 481-2-3, offer:—

1949 Alvis 14hp sportsman 2-door saloon, finished green, heater, excellent condition throughout; £485; maximum hire purchase terms available. [C1011]

1952 Alvis 3-litre fourseater coupe, reg. Nov., '51, radio, heater, many extras; £885.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19, No. 2974-5. [W250]

£495—Alvis 1½-litre sports saloon, exceptional throughout; many others.

BENNETT'S, 1, Clarendon Rd., Holland Park, London, W.11, Park 5066-7 (50 yards Holland Park Tube). Exchanges, H.P. [C1017]

BUYING? Selling? Performance Cars are your best bet. Please scan page 38. [C3041]

1935 Alvis Speed 20 drop head, good condition; £195.—Mansfield Autos, Ltd., Euston 2587.

1949 Alvis 14hp d.h.c., one owner from new, with green leather interior, excellent car; £495.

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13, Tel. Ardwick 2859. [W652]

1948 Alvis 14hp sports saloon, grey/beige, one owner; £525.—Dunham & Haines, 46, Dingle St., Luton 2100-1. [C1079]

ALVIS 3-litre 1951 model saloon, beautiful order, reg. Leeds, 7, Tel. 31814. [C1045/1]

1949 Alvis 14 saloon black, red upholstery, 59,000 miles only.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow G.3. Tel. Douglas 7668. [W495]

PRIVATE sale only: 1947 Alvis 14 saloon, heater, merits thorough inspection and trial; £475.—Box 2159.

1950 Alvis TA14 saloon, superb condition throughout, guaranteed; £650.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8104. [C1045/1]

NEW Alvis Special 3-litre saloon see our advertisement in New Car Section.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow G.3. Tel. Douglas 7668.

JACK ROGE, Ltd., offer 1950-1 Alvis 2-seater, in cream and red, open to any examination; £495.—Stafford Rd., Warrington, Surrey, Warrington 4142. Also High St., Banstead, Burch Heath 2376. [C2056]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

1938 Alvis 4.5-litre semi-racer edge saloon by Freestone & Webb, very low mileage, exceptional condition; £425.—Jack Smith, 38, Bruton Place, W.1. Mayfair 6661-2. [C4028]

1952 series Alvis 3-litre saloon, black fawn upholstery, 25,500 miles only, excellent condition.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.5. Tel Douglas 7596. [C5683]

1952 series Alvis 3-litre Tickford drop head coupe, black, fawn upholstery, 40,000 miles, attractive car.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.5. Tel Douglas 7596. [C5681]

49 Alvis 15 1954 saloon, black, brown leather, manual gear change, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

ROYS AUTOMOBILES, Ltd., offer 1959 Alvis 12/70 saloon, £265; also 1951 Alvis 12/50, fully equipped tourer, taxed, £95; both good; trade enquiries welcomed; terms and exchanges.—127, Parkway, N.W.1 (nearest Tube, Camden Town Station), Euston 2700 and 8894. [C5059]

1936 Alvis Speed 20 drop head, engine just had 20,000 overhaul, transmission overhauled 7,000 miles ago, new hood and windscreen, property of A.O.C. member, having just bought an Alvis more suitable for competition work, must sell for the first offer of £165.—Alrey, Ewhurst 126, Surrey. [7449]

Alvis Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), W.1. Mayfair 6041. [W4018/R]

B J. HUNTER, Ltd., offer:—
FOR immediate purchase of your Alvis. [W2040]

B J. HUNTER, Ltd., 88, Cricklewood Broadway, N.W.2. Gladstone 5503. [W2040]

H. A. BAUNDERS, Ltd., Golders Green, require:—
ALVIS cars for cash.—140/144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Alvis buyers.—Tel Wembley 8691/3903. [W4015]

WANTED, Alvis 3-litre saloon, private buyer, good order essential.—5, Dunchurch Rd., Sale, 1781. [C4028]

DROP head coupe, 1949-50 14.—Beardsmore Service, Ltd., 26, Queenway, W.2. Bayswater 0136. [W1015]

GOOD Alvis required immediately.—G. Edwards, 115, Auenbury Lane, Harpenden, Herts. Harpenden 115. [W2000]

GATEHOUSE MOTORS are buyers of Alvis cars.—Gatehouse Motors Ltd., Hixhaite Village, London, N.6. Tel Mountview 4444. [W2021]

XXX good Alvis—200, Great Portland Place, London, W.1. Tel. Langham 0012. [W2003]

R REQUIRED by private buyer, small mileage Alvis 3-litre saloon, black or grey.—E. C. Penney, Kirdford, Billingshurst, Sussex, Tel., day, Kirdford 274. [7450]

CHILDREN CARS urgently require Speed 25 and 12/70 drop head coupes in exceptional condition.—11a, Water Lane, Leighton Buzzard, Bedfordshire, Tel. Leighton Buzzard 2660. [W1045]

ALVIS SPARES and Service
SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams: Alviscar, Cold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry, Tel. 5501. Grams: Alvis, Coventry, (S0391/R)

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5335-7-5. [C091/R]

MANCHESTER: Alvis repairers and spare parts agents.

FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 13, Rushes 1784-5. [C4025]

KINGSTON-ON-THAMES: Alvis specialists for sales and service.

W. WILKIN, Ltd., 1, Weston Park and 84, Eden St., Kingston, Kingston 2241. [C4025]

LANCASHIRE and Cheshire sales, service and spares specialists.—Parkers, Ltd., Bradshawgate, Bolton (4080) and 176, Deansgate, Manchester (Deansgate 4507). [C0738/R]

AMERICAN CARS

ATTENTION!!!

LARGE selection of post-war American cars in stock; see under individual classifications.—Simpson's Motors (Wembley), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015]

1995 11—Cadillac 4-door sports saloon, model 52, first registered 1950, in spotless condition throughout.—Below

£695 11—1947 series Buick 30hp de luxe 4-door saloon, right-hand drive, beautiful condition.—Below

£895 11—The prettiest Ford 2-door special sports saloon we have ever had, 1950/1 series, but being a special expensive model looks like a 1954 vehicle.—Below

£695 11—Studebaker 22hp special 4-door sports saloon, finished two-tone colour scheme, looks a million dollars; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN Finchley Showrooms, L 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2058]

1949 Ford Custom 26hp 2-door Sedan 6-seater, £550 or exchange.—Ron McKenzie, 961, Chester Rd., Stretdford, Manchester. Tel. Lonsford 210. [7295]

1949 model Lincoln Cosmopolitan, push-button radio electric windows, heater, whitewall tyres, overdrive, floor carpets, lovely car: £795.—Box 2054. [7331]

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars, enquiries invited.—15-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Sq. Tube Station), Temple Bar 3588. [C1027]

AMERICAN CARS

JOE THOMPSON MOTORS, Ltd., offer a selection of late model cars, in excellent condition, at competitive prices as detailed under Classified headings, to be seen at our showrooms at—91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4258. [C4028]

VICTORIA Crestline, red and cream, whitewall tyres, 5-Stratford 110hp engine, small mileage, large sweeping over-riders, short wave 8-valve radio, Magicair heater and air conditioning, nylon lining and upholstery, cove green turtan seat covers, really immaculate.—Chasidale Motor Co. Ltd., main Ford dealers, Enfield, Tel. Enfield 3456. [C173]

American Cars Wanted

ATTENTION!!!

SIMPSON'S, The American Car Buyers, require all American cars.—Wembley 8691/3903. 345, High Rd., Wembley. [W4015/R]

JOE THOMPSON (MOTORS), Ltd., require American cars.—91-95, Fulham Rd., S.W.3. Kensington 4258. [C4028]

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3588. [W1027]

ARMSTRONG SIDDELEY

WM

WELBECK MOTORS for Armstrong Siddeleys:—

1954 Armstrong Siddeley Sapphire in light grey with blue leather, 19,000 miles, preselector, completely checked over in our works, and virtually identical to new; £1,295.

1952-3 Armstrong Siddeley Whitley 6-light saloon in two shades of grey, with blue leather, synchromesh, latest type Motorola, 19,000 miles, identical to new; £885.

1951 Armstrong Siddeley Whitley 4-light saloon, grey-green with green leather, preselector, superb condition; £650.

AND a really unique example, probably the last of its kind—Armstrong Siddeley Hurricane drop head coupe, very latest type, in grey with leather and vinylide hood, synchromesh, mileage only 13,000, spare and tools unused. H.M.V. radio, this car is literally identical to new; £665.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station), Welbeck 4141. [C4049]

A1

1952 Armstrong Siddeley saloon, radio, heater, covers, sun roof, one owner; £650.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 4414. [C1025]

P&J

PASS & JOYCE, Ltd. (England's largest distributors), offer:—

1952 Armstrong Siddeley Lancaster saloon, black, immaculate; £745; one week's free trial, guaranteed; deferred terms available.—134-138, Gt. Portland St., W.1. Museum 1001. [C3033]

ZENITH MOTOR CO., offer:—

1954 Armstrong Siddeley Sapphire saloon, black, radio, synchromesh, covers 3,000 miles only; £1,490.—Ste. 4285 (10 lines). 591, Commercial Rd., London, E.1. [7335]

TOM GARNER, Ltd., offer:—

1954 Armstrong Siddeley Sapphire saloon, black/grey, 1,800 miles only; £1,495.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

GUY SALMON AUTOMOBILES.

THE Armstrong Siddeley specialists, for sales, service or advice on these fine cars.

FULL range of new Sapphires for inspection and trial.

OFFER the following used examples:—

NEW and unregistered Armstrong Siddeley 4/5-seater pick-up utility vehicle; original list price £1,700; now offered at £795.

1953 Armstrong Siddeley Sapphire saloon, pre-selector gear box, twin carburettors, Ace Rimblishers, 900 miles only, a virtually new car at a substantial saving; cost new nearly £1,900; accept £1,650.

1952 Armstrong Siddeley Whitley 4-light saloon, black, red leather, 17,000 miles from new, one owner, faultless condition; £725.

1952 Armstrong Siddeley Hurricane foursome coupe, moderate mileage, a very well maintained example; £650.

1950 Armstrong Siddeley Whitley saloon, this car is in most exceptional condition and has recently had £250 spent on it at the manufacturers, black and grey/red leather, preselector gear box, radio, thoroughly recommended by us; £595.

1949 Armstrong Siddeley Hurricane drop head coupe, an exceptionally good example for its year, carefully checked over at our workshop; £445.—Fortsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

GLANFIELD LAWRENCE offer:—

1954 (March) Armstrong Sapphire 4-light saloon, elephant grey with blue leather, heater, radio, twin carburettors, electric gear box, low mileage, as new throughout; £1,350.—407, High Rd., N.12. Finchley 0091. [C2053]

HOLLAND PARK AUTOMOBILES.

1955 Armstrong Siddeley Sapphire, 900 miles, electric preselector gear box, twin carburettors, Ace Rimblishers, fuel grey/red, cost £1,675; accept £1,700.—145, Holland Park Avenue, W.1. Park 2636. [C2085]

WARWICK WRIGHT, Ltd., offer:—

1953 (December) Armstrong Siddeley Sapphire saloon, grey with red leather, fitted radio and heater; £1,275.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

HILLWOOD MOTORS—Armstrong Siddeley Hurricane, black, red interior, preselector gears; £495.—Mid Hill (London) 4232. [7353]

FOUR years old, Armstrong Sapphire saloon, under 1,000 miles, 2 carburettors, cost £1,900; offers:—Wentbourne 64942. [C4023]

ARMSTRONG SIDDELEY

H. A. BAUNDERS, Ltd., Golders Green, offer:—

1951 (June) Armstrong Siddeley Hurricane Hurricane drop head coupe, blue/blue hide, unrepeatable one-owner specimen, highly recommended; £275.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines).

1952 (September) Armstrong Siddeley Hurricane drop head coupe, radio and heater; £625.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7773-8676. [C4016]

1952 Armstrong Siddeley Hurricane foursome coupe in immaculate condition throughout; £625.

FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19, Rus. 2874-5. [C4016]

CHARLES FOLLETT, Ltd., official Armstrong Siddeley retailers and repairers, offer:—

1953 Armstrong Sapphire, electric preselector, twin cars, radio, one owner, 15,000 miles, superb condition; value at £1,275.

1953 miles, carefully maintained; £1,375.

BOTH the above cars have been fully serviced and guaranteed.

H. A. BAUNDERS, Ltd., 18, Berkeley St., W.1. Mayfair 6266.

SERVICE—Works and Stores: Barnsdale Yard, off Elgin Ave., W.9.

CUNNINGHAM 6936. [C2010]

1951 (Model) Lancaster 15 saloon, heater, engine just reconditioned, black; £495.—Johnson & Brown, Ringers Rd., Bromley, Ravensbourne 2322.

1951 Armstrong Siddeley Whitley saloon, 4-light, one owner, black, heater, preselector, low mileage, splendid condition throughout; £645; written guarantee; terms, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54 anytime. [C4055]

1953 Armstrong Sapphire, duo-green, manual gear box, H.M.V. radio, chauffeur-kept car in exceptional condition; £1,275.

1955 Armstrong Siddeley Sapphire saloon, under 1,000 miles, automatic gear box, black and brown.—Hamtune Motors, Ltd., 39, Sheep St., Hampton, Tel. 3616. [7296]

1948 series Armstrong Lancaster 4-door saloon, blue, spotless condition; £445 or £115 down.—Brett Motors, 160-164, West End Lane, N.W.6. Hampstead 6490. [C1024]

1950 Armstrong Siddeley Whitley preselector gear box, one owner, in most immaculate condition; £575.—Richard Motors, Ltd., 73, Broad St., Birmingham 15, Midland 3355. [7298]

1954 trimmed beige synchromesh gears, 7,500 miles genuine, 4 months' guarantee; £1,350.—Hamtune Motors, Ltd., 39, Sheep St., Northampton, Tel. 3616. [7294]

ROYS AUTOMOBILES, Ltd., offer 1959 Armstrong 16 saloon, good; £165.—Trade enquiries welcomed; terms and exchanges.—127, Parkway, N.W.1 (nearest Tube, Camden Town Station), Euston 2700 and 8894. [C5059]

1953 (July) Armstrong Siddeley Sapphire 6-light saloon, black with beige upholstery, 15,000 miles, twin carburettors, bucket seats, wing mirrors, the whole car in really exceptional condition, one owner; £1,195.

ESSAM & HEWSON, Ltd., 178, London Rd., Sheffield, 2. Tel. 52488. [7339]

1954 model (registered Dec. 1953) Armstrong Siddeley Sapphire, dual colours, radio and many extras; cost nearly £2,000; offered at £1,375; terms, exchanges.—Spa Motors, Kenilworth St., Leamington Spa. [7436]

595 kms.—Armstrong Siddeley 1951 Whitley sports saloon, synchromesh, radio, heater, exceptional terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1947 door sports saloon, black with fawn upholstery, manual gear box, heater, recent engine over-haul; exceptional value; £375.—Silver Star, 180, Goldingford Rd., Bedford, Tel. 3355 and 2790.

WILSONS, "The Enthusiastic Owner-Agents," 7502 cars 3 carefully used 1954 Sapphires for sale; from £1,325; demonstrations any day, including Sunday; h.p. up to 3 years.—34, Acce Lane, S.W.2. Brixton 4011 and 1-3, Dorking Rd., Epsom, Surrey. Epsom 3901. [C4085/R]

1954 (October) Armstrong Siddeley Sapphire 4-door saloon, blue and silver grey with blue leather upholstery, preselector box, mileage 384, unmarked and indistinguishable from new, at greatly reduced price; £1,550.—Cheam Motor & Engineering Co., Ltd., Ewell Rd., Cheam, Surrey, Vigilant 0125. [7346]

CARR BROS. GARAGES, of Purley, (Surrey), among their wide selection have 4 Hurricanes in excellent order, with heater, plastic hood and recellulosed, from 347gns; 4 Lancasters, 375gns; very special works prototype for Whitley with new engine and gear box fitted to 1950 to Lancaster body, 333gns; part exch., deferred; dems. anywhere; open late and week-ends.—Uplands 4512. [C1041]

XXX 1953 (August) Armstrong Siddeley Whitley 4-door, 6-light saloon, luxuriously equipped and fitted with heater, dark blue and chrome with blue leather, a really immaculate and outstanding low mileage one owner car, very thoroughly recommended, written guarantee; £845; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003]

£945 11—Armstrong Siddeley 18hp limousine, 1951, full 7-seater model, beautifully upholstered in leather front and rear, wide face-forward occasional seats, this car has been formerly owned by a London business executive since new and has been chauffeur driven and maintained, immaculate appearance allied to a really superb chassis and engine made this car quite the best post-war limousine we have handled.

£195 11—Armstrong Siddeley 17hp limousine, 1939, black and fawn upholstery, forward occasional, division, outstanding value.

CAMDEN MOTORS, Leighton Buzzard 2041. Write C. for catalogue. Showrooms open until 8 p.m. [C1025]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY

1954 (May) A/S Sapphire, 10,000 miles only, twin carburettors, bucket seats, electric box, H.M.V. radio, Ace Himmelsbach, serviced by makers and fitted 1955 modifications including winking indicators, windscreen washers, radiator shutter, etc., dark green coachwork to individual order, cost over £1,900; private owner insists sell and will accept best offer over £1,450.—Tel. Bedford 67241. (1869)

LIMOUSINES, 1951/18hp, partition, 7-forward, leather throughout, certified mechanically, black, immaculate, economical, £280. (1869)

50 Limousines Displayed, Providence Court, North Audley Street. Alpe & Saunders Ltd. Mayfair-2941 (C1006)

Armstrong Siddeley Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

H. A. SAUNDERS, Ltd., Golders Green, require:—

A ARMSTRONG SIDDELEY cars for cash.—140-144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004)

KIRKWOOD CARS buy pre-war Armstrongs.—75, Streatham Hill, S.W.2. Tulse Hill 1283. (W2057)

SIMPSON MOTORS (WEMBLEY), Ltd., the Armstrong Siddeley buyers.—Tel. Wembley 8691/3903. (W4013)

WILSONS, "The Enthusiastic Owner-Agents," want Armstrongs.—Brixton 4011, or Epsom 3501. (W4013)

GOOD Armstrong Siddeley required.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 116. (W4000)

MARSTON MOTOR CO., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. (0183/R)

PASS AND JOYCE Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1101. (0635/R)

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY specialists: complete overhauls and engineering service; 48-hour exchange engine and gear box services, quick, guaranteed service by specialists, trade and retail.

PRESLECTOR gear boxes, exchanges, reconditioning 48 hrs.—Arcot Eng. Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7501 and 7521. (0644/R)

FULL repair and overhaul service for Armstrong cars.—Harmann, 24, Astwood Mews, S.W.7. Fremantle 7471. (0797/R)

BIRMINGHAM joint distributors; spare parts from 1932.—Frank Moseley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham 18. Edg. 0916. (0548)

WILSONS "The Enthusiastic Owner-Agents," are pleased to offer "Service that Exceeds".—34, Acree Lane, S.W.2. Brixton 4011, or 1-3, Dorking Rd., Epsom, Surrey. Epsom 3901. (84065/R)

PASS AND JOYCE, Ltd., 27, Peter St., Manchester, 2, have large stocks of spares; reconditioning of cars and preslector gear boxes undertaken.—Tel. District 6151. (0602/R)

PASS AND JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Midway Rd., Hendon, N.W.9. (Colindale 5451). (0670/R)

ASTON MARTIN

SLOCUMBS, Ltd.

1953 model Aston Martin D.B.2, registered 1952, dark blue, immaculate throughout, numerous extras; £1,760; unique guarantee, terms, part exchanges cars or motor cycles.—35-32, Dudden Hill Lane, N.W.10. Willesden 4669. Also at 379, North Circular Rd., N.W.10. (C4017)

RICHARD STEED offers:—

1953 (February) Aston Martin D.B.2, dark green, 20,000 miles; £1,750.—Perrin Hill Garage, Beckenham, Oxo. Tel. Hiddington 2112. (7437)

CHARLES FOLLETT, Ltd., offer:—

1955 Aston Martin D.B. 2-4 drop head coupe, metallic pale green, mileage 600 only; this very rare car offered for immediate delivery at list price £2,850. (C4017)

SHOWROOMS—18, Berkeley St., W.1. Mayfair 6266.

SERVICE—Works and Stores: Barnsdale Yard, off Elgin Ave. W.9. (C2010)

CUNNINGHAM 5936.

BROOKLANDS, Aston Martin distributors. (C2010)

1955 series available and on show.

1953 Aston Martin D.B.2 saloon, Vantage engine. Buy or sell with confidence; guarantee. (C1029)

103 New Bond St., London, W.1. Mayfair 8351. (C1029)

BUYING? Selling? Performance Cars are your best bet. Please scan page 38. (C3041)

1934 1½-litre Aston Martin in Mans, 2-4-seater, absolutely superb and immaculate, definitely must be seen to be appreciated; £345, terms, exchange; C. N. K. Motors, 353, Finchley Rd., N.W.3. Hampstead 5712. (01052)

ASTON MARTIN 1940 special speed model 2-seater, capable at over 100 mph, over £600 has been spent on this car within the last 5,000 miles; attractive car at an attractive price; exchanges, terms.—Jan Fair, 206, Edinboro St., Glasgow, South 2561. (3 lines). (C1013)

J. H. BARTLETT—Aston Martin 1953 D.B.2 2-seater, 2-4-seater, £1,595; Aston Martin 1953 D.B.2 Vantage engine, high axle ratio, etc., 15,000 miles only, £1,695; Aston Martin 1954 D.B.2 saloon, just serviced by Aston Martin, £1,500; Aston Martin D.B.2, special works Le Mans car, £1,250.—27, Pembridge Villas, W.11. Bay. 0523. (C1013)

Aston Martin Cars Wanted

BARTLETT will pay more for good Aston Martins.—27, Pembridge Villas, W.11. Bay. 0523. (W1013)

SIMPSON MOTORS (WEMBLEY), Ltd., the Aston Martin buyers.—Tel. Wembley 8691/3903. (W4015)

Aston Martin Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

A STON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor, Windsor 2002-5. (0795/R)

UP to £2,000 offered for an Aston D.B. 2-4 of genuine low mileage.—Tel. Imperial 3946, or write RM/YHKK, London. (6515)

Aston Martin Spares and Service

FRIARY MOTORS, Ltd., sole suppliers of spares, including reconditioned engines, for all Aston Martin cars produced up to 1940; specialised servicing facilities. (0795/R)

AUBURN

F OR sale, Auburn 851 saloon, fitted Perkins P6 engine, 30 m.p.g., several extras, £250.—Todd's Garage, Deeping St. James, Nr. Peterborough. (7367)

AUSTIN SEVEN

49 gns.—Austin 7 1932 saloon, black, brown leather, good tyres; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Finchley 6041. (C4016)

Austin Seven Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

AUSTIN A30

N EWNHAMS, Ltd.

1954 Austin A30 4-door saloon, grey, £475. (C3024)

N EWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (C3024)

C.M.I. CAR SALES (Pri. 6623) offer:—

1954 (late) Austin A30 2-door saloon, 2,500 miles, as new; £465. (C1051)

THREE months' guarantee; terms, list on application. —Swiss Cottage Finchley Rd., N.W.3. (C1051)

NORTHERN MOTORS OF HARROW offer:—

£485!!—Prettiest little 1954 A30 2-door saloon, red top, cream body, tartan seat covers, chrome rimlinings, twin Lucas spot lights, cigarette lighter, etc. (C4026)

186—194, Plimmer Rd., Harrow 4444. (C3025)

L YNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End Hill, N.6. Mountview 4401. (C4026)

1953 (October) Austin A30 4-door saloon, 10,000 miles only, one owner fitted with heater, perfect condition, guaranteed; £450. (C2058)

1954 Austin A30 2-door saloon, grey/blue, 16,000 miles, excellent condition.—Salmons Garages, Ltd., Temple Lane, Finchley, N.W.11. (C4026)

1954 Austin A30 4-door saloon, grey/red, one owner; £495; exchanges.—Naylor & Root, Ltd., 25, East Hill, Waltham, S.W.18 (few minutes Clapham Junction). Batt. 2552. (C3022)

A USTIN A30, 1954, with the latest type dash, 6,000 miles only, heater, black and brown, one owner; £485.—Lucians, 217, Cowley Rd. Tel. Oxford 3142 (ext. 4). (7343)

PRIDE & CLARKE, Ltd.—1953-4 Austin A30 2- and 4-door saloons, 3,000 to 14,000 miles; choice several from £449, 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.3. Brixton 6261. (C3069)

1954 (Feb.) Austin A30 2-door saloon, cream, red upholstery, heater, tartan covers, meticulously maintained by one owner; £450.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (C3011)

Austin A30 Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Austin A30 cars.—Austin House, 297, Euston Rd., N.W.1. Euston 1212. (0925/R)

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

XXX H. F. Edwards offer immediate cash for good Austin A30.—26-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

AUSTIN EIGHT

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1940 model Austin 8 saloon; £225.—355, High Rd., Wembley, Middx. Tel. Wembley 4422 and 4423. (C4015)

1947 Austin 8 4-door saloon, immaculate; £325.—Jack Pomeroy (Auton), 395, Hendon Way, N.W.4. Hendon 1423-4. (C3063)

1946 Austin 8 saloon, 4-door; £295.—Montrose Motors, H. Bowyer, 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171. (7615)

1946 4-door saloon, real bargain, £275; also 1939 saloon, £150.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. Open all day Saturday. (C1011)

175 gns.—Austin 8 1939 saloon, sliding head, leather, very good condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1946 Austin 8 4-door saloon, immaculate condition; £315, exchanges, h.p. terms.—Mitchell Erskine, Ltd., 105, Queensway, Bayswater, W.2. Bay. 5629. (C2061)

A USTIN 8hp, 1946 (Nov.), reconditioned engine 7,000 miles, original paint with a few scratches otherwise 95 per cent condition.—Lucians, 217, Cowley Rd. Tel. Oxford 3142 (ext. 4). (7364)

1940 Austin 8hp saloon, recent engine overhaul, clean, attractive car; £210 or £70 deposit, balance over 18 months; many others all guaranteed; exchanges, insurances.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (C4071)

Austin Eight Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

A USTIN 8 cars for cash.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004)

PRIVATELY owned Austin 8—5, Bras Court, Kingston Hill, Surrey. Tulse Hill 2702. (W2237)

Austin Eight Cars Wanted

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

AUSTIN TEN

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1939-40 (April) Austin 10 saloon, one owner, blue/blue hide, splendid condition, highly recommended; £300. (C4004)

A USTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (W4018/R)

1946 Austin 10 saloon, black, exceptionally good condition; £315.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8632. (C2019)

1939 Austin 10 saloon two owners since new, an outstanding car in every respect; £245.—Kirkdale Cars, Cobbe Corner, Spedham 6129. (C2068)

Austin Ten Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

H. A. SAUNDERS, Ltd., Golders Green, require:—

A USTIN 10 cars for cash.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004)

G ARDNER & Co. (HENDON) will buy your Austin 10.—Hendon 3359 and 3460. (W2074)

AUSTIN A40

W HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballard Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1953 A40 drop head coupe, grey with grey upholstery, heater, radio, twin spot lamps, one owner, 14,000 miles, excellent condition, £565. (W4018/R)

W HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballard Lane, N. Finchley, N.12. Tel. Hillside 4444. (C3042)

BENTALLS, Ltd.

1952 Austin A40 G.8.3 saloon, heater; £335. (C1093)

K INGSTON-ON-THAMES Kingston 1001.

C AR MART, Ltd., London distributors. (C1093)

1954 Austin A40 Somerset saloon, heater, green with beige upholstery; £510. (C1093)

1953 with beige upholstery; £590. (C1093)

1951 Austin A40 Devon saloon, heater, black with tan upholstery; £485.—Car Mart, Ltd., 330, Euston Rd., London, N.W.1. Euston 1212. (C1093)

N EWNHAMS, Ltd.

1954 Austin A40 Somerset saloon, black, heater, etc.; £605. (C3024)

N EWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (C3024)

S LOCUMBS, Ltd.

1951 Austin 140, registered November, 1950, beige, fitted heater, twin spot lamps, screen washers; £475; unique guarantee, terms, part exchanges cars or motor cycles.—35-32, Dudden Hill Lane, N.W.10. Willesden 4669. Also at 379, North Circular Rd., N.W.10. (C4017)

B OON & PORTER, Ltd.

1952 Somerset saloon, blue, one very careful owner, 25,000 miles, exceptional; £495. (C1062)

C ASTELNAU, S.W.13 (Hammersmith Bdr.), Riv. 4444. (C1062)

H. A. SAUNDERS, Ltd., offer:—

1954 Austin A40 saloon, black, red upholstery, heater; £665. (C2087)

836—842, High Rd., N.12. Hillside 5372 (8 lines). (C2087)

C HARLES FOLLETT, Ltd., offer:—

1953 (Sept.) Austin A40 saloon, black, red interior, radio and heater, one owner, speeds, reading 5,400 miles only, exceptional car; £625, h.p. facilities. (C2087)

SHOWROOMS—18, Berkeley St., W.1. Mayfair 6266.

SERVICE—Works and Stores: Barnsdale Yard, off Elgin Ave. W.9. (C2010)

C UNNINGHAM 5936.

C ARS AUTO SALES, Ltd., offer:—

1953 Austin A40, black, leather, heater, excellent condition throughout; £495. (C1102)

STANDARD House, South End, Croydon. Croydon 6086 and 0266. (C1102)

W ARWICK WRIGHT Ltd., offer:—

1952 (October) Austin A40 Somerset saloon, grey with fawn leather, fitted heater, 18,000 miles; £565. (C1029)

W ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

C M.I. CAR SALES (Pri. 6623) offer:—

1954 Austin Somerset saloon, blue slide upholstery, sliding roof, heater, 8,000 miles; £615. (C1051)

THREE months' guarantee, terms, list on application. —Swiss Cottage Finchley Rd., N.W.3. (C1051)

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1953 (late) Austin Somerset sunshine saloon, black/red hide, guaranteed, highly recommended; £565. (C4004)

1952 Austin A40 Somerset, one owner, black/red hide, immaculate; £525. (C4004)

A USTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (W4018/R)

1951 A40 G.8.3, 17,000 miles, genuine, leather, heater, outstanding condition; £495. (C4004)

S COTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779-9676. (C4016/R)

1953 A40 Somerset drop head coupe, heater, immaculate; £575. (C4016/R)

S COTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779-9676. (C4016/R)

maximum hire purchase terms available. [C1001]
1952 A70 saloon, guaranteed: £485; payments:—
 Oldfield, 386, Kensington High St., W.14
 Wes. 6631. [C3029]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A70 & A90

HEARSESS Brand new 1955 deck type latest model street tall also second hand £1150.
Q STATION APPROACH Kew Gardens Richmond TW16 1AL
 A. & Saunders (Coachbuilders) Ltd. (7505)

1950 (Nov.) Austin A70 4-door de luxe saloon, blue, blue leather, radio, heater, foglamp, excellent condition; £450.
A LSO

1949 (July) Austin A70 4-door de luxe sunshine saloon, black, brown, heater, foglamp, excellent condition; £415.—Automobilia, Ltd., Pipbrook Garage, Dorking 4504. (C1089)

1952 (May) A90 saloon, radio, heater, black, immaculate, £565.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Eleanore 5524. (C5045)

1953 Austin A70, black, sunroof, radio and heater, one owner, £595.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. (C4067)

HILLWOOD MOTORS—Austin A70 1950 saloon, blue, brown interior, fitted heater, excellent condition; £445.—Mill Hill (London) 4232. (7551)

1951 A90 Atlantic sports saloon, black/beige, excellent condition; £525.—Dorking Motor Co. Ltd., Dorking 2256. (C1088)

£495—1952 Hereford saloon, perfect condition, one owner, £500 m.—24, Northway, Maghull, Liverpool. Maghull 456. (7420)

1953 Austin A70 Hereford saloon, one owner, low mileage, excellent condition; £555.—Ove, Garage, Ltd., Ashford (Middlesex) 2523. (5723)

1951 Austin A90 Atlantic hard-top one owner, in wonderful condition; £525.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3455. (C1077)

1952 (July) Austin A70 Hereford saloon, 26,000, immaculate, one owner, fawn hide, radio, heater, etc., taxied March. Chaseman & Edwards, Ltd., High St., Caterham, Caterham 2056. (7407)

1950 (August) A70, owned by enthusiast, and in exceptional condition throughout; £475; terms: exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (C3026)

1952 A70, one owner, low mileage, choice of 2; £535; hire purchase and part exchange welcomed.—Herbert & Mills, Church Rd., Ashford, Midx. Tel. 2960. (C2035)

1951 Austin A70 saloon, grey with brown hide upholstery, very nice condition; only £455, or hire purchase terms.—Rhinds's (Motors), Ltd., 120, Pinney Lane, Heald Green, Cheshire. Tel. Gaitley 7412. (7412)

AUSTIN A70 drop head coupe, May 1953, radio, heater, screen spray, wing mirrors, whitewall tyres, finished in black with grey; £595.—Alwoodley Motors, Ltd., Harrogate Rd., Leeds 17. Tel. Leeds 6821/2/6817/24. (7391)

1950 Austin A90 convertible, power operated, badge bar, etc., over £150 spent in recent overhaul (bills available), excellent condition; £500 o.n.o.—Ardworth, 25, Lloyd Park Ave., Croydon 5029. (7539)

395 ens.—Austin A90 1949 Atlantic convertible, prime rose, blue leather, heater, very good condition; terms, exchanges, bills; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018)

11000 miles, late 1953 Hereford, one owner, new condition; £625; also Hampshire model, 8,000 miles genuine, equal to new, £495; terms or exchanges, trade enquiries.—Broadway Motors, 67, High St., Hounslow, Middx. Hou. 0175. (7499)

JACK ROSE, Ltd., offer—1954 series A70 saloon, as brand new, heater, loose covers, spare unused, £675; also 1952-3 A70, as brand new, 13,000 miles, £585.—Staford, Kingston, Surrey, Wallington 6677. Also High St., Banstead, Burgh Heath 2376. (C5056)

AUSTIN A70 Hereford, Dec. '52, one owner, black, tan hide, fitted heater, sliding roof, 14,523 miles guaranteed in writing; we supplied and serviced this car from new; 3 months' guarantee; £585.—Cedars Garage, Ltd., Belmont Hill, Lewisham, S.E.13. Tel. Green 2920. (7224)

Austin A70 and A90 Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Austin A70 and A90 cars—16, Uxbridge Rd., Ealing, W.5. Ealing 6600. (0953/R)

H A. SAUNDERS, Ltd., Golders Green, require:—
AUSTIN A90 cars for cash.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004)

ALMOST new A70 required immediately—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

WANTED, Austin Iver 16hp 7-seater limousine must be exceptional condition.—Ames, 25, Anstey Rd., Alton, Hants. (7595)

AUSTIN EIGHTEEN

£185—1937 Austin 18 long chassis 7-seater saloon de luxe, ideal hire car for large family, —Below—
£99—1937 Austin 18 5-seater saloon, ideal for caravanning 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN—Finchley Showrooms: 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

AUSTIN EIGHTEEN Cars Wanted
AUSTIN 18 7-seater saloon required; other makes considered.—81, Alfred Rd., Winchester. (W1010)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

WANTED, Austin Iver 16hp 7-seater limousine must be exceptional condition.—Ames, 25, Anstey Rd., Alton, Hants. (7595)

AUSTIN TWENTY

LIMOUSINES, 1938, Mayfair, partition, 7-forward, leather, desirable condition throughout. £295. Also 1939 Ranelagh, 7-forward, excellent order. £295. Alpe & Saunders, 10, Providence Court, North Audley Street, Mayfair 2941. (C1006)

AUSTIN A125 & A135

1952 Austin Princess saloon, black, heater, radio, cannot be faulted; £1,050.
GORDON CARS (LONDON), Ltd., 573, Euston Rd., London, N.W.1. Eus. 6611. (C2023/R)

AUSTIN A125 & A135

CAR MART, Ltd.

LONDON distributors.

1952 Austin A125 Sheerline saloon, sliding head, radio, heater, grey with blue upholstery; £695.
1950 Austin A125 Sheerline saloon, sliding head, radio, heater, metallic grey with grey upholstery; £595.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. (C1039)

B J. HUNTER, Ltd., offer:—
1951 Austin Princess saloon, most superb condition throughout, extras; £590.
1949 Austin Sheerline, fitted heater, radio, loose covers, etc., excellent tyres; £550.
B N.W.2. Tel. Gladstone 6305. (C2040)

GUY SALMON AUTOMOBILES offer:—
1951 Austin A135 Princess saloon de luxe, black/brown leather, 26,000 miles from new, one owner, very well maintained; £895.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

PETER BANTOCK CAR SALES offer:—
1952 Austin Sheerline, black, with beige leather, small mileage, one owner, fitted radio, heater and loose covers, in outstanding condition throughout; £725.—104, High Rd., Chiswick 2725/5870.
H A. SAUNDERS, Ltd., Golders Green, offer:—

1952 Austin Princess saloon, one owner, grey/grey hide, loose covers, screen washers, spare unused, full specification, immaculate, highly recommended; £520.
1951 (June) Austin Princess saloon, gunmetal/brown hide, one owner, spare unused, beautifully maintained, highly recommended; £800.
AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. (C4004)

H A. SAUNDERS, Ltd., Golders Green, offer:—
1952 Sheerline saloon, grey/grey hide, one owner, immaculate, highly recommended; £675.
AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (C4004)

1949 Austin Sheerline, radio and heater, black leather upholstery; £595.
HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). (C2032)

1950 (June) Austin Princess saloon, black, immaculate condition; £695.
GORDON CARS (LONDON), Ltd., Russell Parade, Golders Green Rd., N.W.11. Speedwell 9761. (7660)

1950 Austin Sheerline 4-door black saloon, radio and heater; £525.
STARNES MOTORS, 105, The Broadway, Cricklewood, Tel. Gladstone 6305. (C3029)

1950 Sheerline radio, heater, excellent throughout; £535.
SCOTT CARS, 377, Finchley Rd., London, N.W.3. Hampstead 7779-8676. (C4016)

AUSTIN Sheerline (Nov. '49), in superb condition, heater, radio, £595.
ACREES offer 1950 model Austin Princess, extras include heater and radio, black, beautifully kept; £695.

AGRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. (C1002A)

1951 Austin Sheerline limousine, 7/8-seater, black, heater, radio, outstanding condition; £1,195.
1950 Austin Sheerline, black, heater, radio, exceptional condition; £585.
GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. (C2023)

1951 Sheerline saloon, superb, guaranteed; £595. Payment by instalments.—Oldfield, 586, Kensington Rd., W.14. Wes. 6531. (C5029)

1951 A125 Sheerline saloon, grey; £595.—Montrose Motors (N. H. Boswell), 195, Epping Rd., Buckhurst Hill, Essex. Tel. 1171. (7616)

1950 Austin Sheerline, metallic grey, one owner, moderate mileage, bargain; £525.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7511. (C4013)

1951 Sheerline, black, heater, built-in jacks, etc., low mileage, one owner, such good condition in rarely seen in a 1955 vehicle; £675; written guarantee; terms, exchanges; trade enquiries welcomed.
HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54 anytime. (C4065)

1949 Austin Sheerline, grey with grey leather, nominal mileage, £535.—Beils Service Cars, 144, London Rd., Kingston-on-Thames, Kingston 1185. (C1016)

G & M ALFRED'S (1936), Ltd.—1950 Austin Sheerline, radio heater, far above average condition.—6-7, Warren St., W.1. Euston 3268. (C1005)

1950 Princess saloon black extras, superb condition everywhere, low mileage; and genuine; £755.—Ken Wharton & Co., Hume St., Smethwick 0615.
£945—1951 Austin Princess de luxe saloon, speedometer reads 21,000, whole vehicle like brand new; 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms: 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

ARCHIE SIMONS & Co., Ltd.—1952 Austin Princess A saloon, black/brown leather, fitted heater, low mileage, immaculate throughout; £1,195.—94, Gt. Portland St., W.1. Lan. 1543. (C4015)

1952 Austin Sheerline saloon, finished black, very sound condition throughout; £690.—Patrick Motors, Ltd., 34, Paradise St., Birmingham. Tel. Midland 3954. (7556)

1952 Austin Sheerline, black, radio, heater, very low mileage, this car is in most exceptional condition, being virtually unmarked and really like new, an opportunity; £765; exchanges; hire purchase.—B. & H. Motors, 146-148, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. (C1020)

LIMOUSINE, 1952 Series, partition 7-forward, radio, heater, low mileage, privately owned, carefully maintained. £1125. Details posted.
50 Limousines Displayed at Showrooms, Head Office, Providence Court, North Audley Street, Alpe & Saunders Ltd. Mayfair 2941. (C1006)

Austin A125 and A135 Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Austin A125 and A135 cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. (0554/R)

H A. SAUNDERS, Ltd., Golders Green, require:—
AUSTIN A125 and A135 cars for cash.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004)

CHAIN OF EALING require used Austin Sheerlines—Perivale 4404. (W1043)

AUSTIN Sheerline, private sale wanted urgently for cash.—Please ring Euston 4100. (7604)

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Austin Buyers.—Tel. Wembley 8691/3903. (W4015)

WANTED, Austin 10/12, 1947.—Turner, "Car-tret", Filford Ave., Leckhampton, Cheltenham, W.19. Wim. 9123. (0414/R)

Austin Spares and Service

A FOR Austin—Wimbledon for everything Austin—spares pre-war and post-war exchange units from stock; also 3.4 B.M.C. diesel spare parts and conversion sets ex stock. Saturdays till 6 p.m.; night spares service available.
WIMBLEDON MOTOR WORKS, Ltd., 29, High St., N.19. Wim. 9123. (0414/R)

MODERN equipment handled by a skilled staff ensures good service.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. (0226)

THE CAR MART, Ltd.

LONDON distributors.—Spare parts for all model cars and trucks.
THE CAR MART, Ltd., Welsh Harp, Edgware H.A., N.W.9 (Hendon 6500); and at 16, Uxbridge H.A., Ealing 6600; and 382, Streatham High Rd., S.W.16 (Streatham 0554). (0160/R)

C G. NORMAN and Co.,
AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London S.W.1. Victoria 2211. (0271/R)

USTIN genuine spares and specialist service in the West End.
SMORRIS & Co., Cleveland Garage, Cleveland St., N.1. N.1. 1932. (0590/R)

AUSTIN, the main agents for spares, service and repairs.
The Leinster Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames, Kingston 3151. (0916/R)

KINGSTON-ON-THAMES—Austin agents and specialists for sales and service.
G W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston, Kingston 2241.

H AUSTIN COURT Austin agents and specialists for sales and service.
G W. WILKIN, Ltd., Lion Gate, Hampton Court, FAIRLEY'S (Reg. Phillips) are first choice for all Austin spares; '52-'49 by return post.—John St., Sheffield 22876. (54053/1)

A in U.K.; exchange units.—Try Northwood's first: 44-47, Newington Causeway, S.E.1. Hop. 2832/2820. (0718/R)

AUSTIN 7 spares.—Largest stockists, lowest prices. Exchange units, crankshafts, blocks, dynamos, s.e.s. for list.—Williams, 18, Balham Hill, S.W.12. Battersea 3280/3769. (0484/R)

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longbridge House, Great West Rd., Bodford, Feltham, Middlesex. Tel. Feltham 4274/5. (0590/R)

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock, exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—67, Acire Lane, S.W.2. Britton 1156. (0184/R)

AUSTIN-HEALEY

B J. HUNTER, Ltd., offer:—
1954 Austin-Healey 100, 2,000 miles only, un-will be obtainable in the spring; £825.
B N.W.2. Tel. Gladstone 6303. (C2249)

H A. SAUNDERS, Ltd., Golders Green, offer:—
1954 (May) Austin-Healey, one owner, overdrive, 8,666 miles, unblemished, highly recommended; £845.
AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (C4004)

1955 Austin-Healey, 900 miles, taxed, as new; Pass. Tolworth, Elmbridge 2254. (C4061)

BARTLETT.—Your enquiries for the new Austin-Healey cars are most welcome, and we are particularly interested in quoting you for your second-hand sports car.—27, Pembridge Villas, W.11. Ray. 0523. (C1013)

1954 model (Reg. Dec. 1953) Austin-Healey open sports 2-seater, grey with blue leather upholstery, 8,000 miles only, fitted overdrive, heater, seat covers and Le Mans camshaft and carburetors; £945.—Hart, Kitchener, Ltd., 140, Goldington Rd., Bedford. Tel. 3553 and 2790. (7501)

1954 Austin-Healey, Reg. 1955, very small mileage, 3.4 engine, in almost perfect condition, carefully used (no competitors); £875, or exchange 1955 Magnette or Sunbeam, cash adjustment; terms available if required.—Fletcher, 7, Monson Ave., Colverley, Nr. Leeds. Tel. Pudsey 4133 or Leeds 25622. (7404)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin-Healey Cars Wanted
H. A. SAUNDERS, Ltd., Golders Green, require:—
AUSTIN-HEALEY cars for cash.—Austin Healey, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004)
BARTLETT will pay more for good Austin-Healey.—27, Peniarth Villas, W.11. Bay. 0525. (W1013)
RALLY good Austin-Healey wanted.—Cobb, 20, Harley House, London, N.W.1. (W1086)
SIMPSON'S MOTORS (WIMBLEY), Ltd., the Austin-Healey buyers.—Tel. Wembley 8691/3903. (W4015)
AUSTIN-HEALEY wanted, preferably with hard top. Details and price to The Garage, Steeple Aston, Oxford. (W4353)

Austin-Healey Spares and Service
FOR approved Austin-Healey service bring your car to the Donald Healey Motor Co., Ltd., Le Mans tuning kits and high-compression pistons available.—Address: Donald Healey Motor Co., Ltd., Warwick. (0008 R)

AUTOVIA
£275 (11-1959 Autoviva saloon, 24hp Riley type 1½-litre engine; cost nearly £1,000 pre-war; 3 months guarantee; nine purchase exchanges.)
AMERS OF WOOD GREEN, Finchley, N.12. Finchley 6221. (Last Finchley Underground.) (C2052)

BENTLEY (3½, 4½-litre and New 4½-litre)

JACK BARCLAY, Ltd.
EXCLUSIVELY for Rolls-Royce and Bentley.
LARGEST official retailers in the world; please write for stock list.
JACK BARCLAY, Ltd. Lerksey Sq., May, 7444 (open until 7 p.m.). (C1062)

OLDING & Co. (MOTORS), Ltd. official Bentley and Rolls-Royce retailers, offer from their selection of used Bentley cars:—
1953 4½-litre standard saloon, velvet green/grey leather, automatic; £4,950.
1953 4½-litre standard saloon, velvet green/beige hide, £3,250.
1953 4½-litre standard saloon, midnight blue/green leather; £3,250.
1951 4½-litre standard saloon, two shades of grey/tan hide, £4,250.
1950 4½-litre James Young 4-door saloon, black/grey hide; £2,500.
AUDLEY House, North Audley St., W.1. Mayfair 5442. (C3050)

RIPPOON.
RIPPOON BROS., Ltd.

THE Northern Bentley and Rolls-Royce specialists always have a good selection of used Bentley and Rolls-Royce cars in stock.
WHITE, call or telephone.

RIPPOON BROS., Ltd. Huddersfield 7070 (10 lines). Also at:
LEEDS, Bradford, Sheffield. (0908 R)

C. PAUL, Ltd.
1951 Bentley Mk. VI standard steel saloon, metallic grey/tan, recent overhaul, exceptional condition. £2,475. (C3052)
1947 Bentley Mk. VI Freestone & Webb 4-door saloon, one owner, 57,000 miles, full history available, in superb condition. £1,895.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0512. (C3943)

PB 4½-litre Bentley saloon by Park Ward, recent chassis overhaul, very nice condition throughout.
PADDOON BROS. 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. (C3053)
H. R. OWEN, Ltd.

LONDON'S leading specialists in Bentley and Rolls-Royce cars, offer the following selection:—
SPECIAL wide-body sports saloon by Freestone & Webb, black with grey side panels and grey upholstery, special type front seats, curved windscreen, sun-shine roof, cost originally £7,625/6/8; £4,950.
1955 Continental by H.J. Mulliner, ivory with cream upholstery, 1,100 miles; offers invited.
1955 standard steel saloon, fitted with automatic gear box, finished in blue with blue upholstery, early del.

1954 standard steel saloon, finished in grey and blue with light blue hide; £3,875.
1953 standard steel saloon, finished in black and grey with beige hide; £3,550.
1952 sports saloon by H.J. Mulliner, finished in green with beige upholstery; £3,900.
1952 4½-litre steel saloon, black with tan hide; £3,150.
1952 standard steel saloon, finished in black and brown with brown hide; £2,750.
1950 standard steel saloon, grey with red hide; £2,250.
1949 sports saloon by Hooper, black and cream with brown hide; £2,650.
1949 saloon by Freestone & Webb, black and gold with brown hide; £2,750.
1939 overdrive saloon by Park Ward, black with brown upholstery; £1,250.
1936 saloon by Gurney Nutting, finished in black with brown upholstery; this car has been completely overhauled; £695.

WE are interested in the purchase of Bentley cars and invite communication from owners who have such vehicles for disposal.
H. R. OWEN, Ltd.

17, Berkeley St., London, W.1. Tel. Mayfair 9080.
EVANS & O'MALLEY offer:—

1936 Bentley 4½-litre saloon by H.J. Mulliner, finished in grey and black, fitted 2 spare wheels, sun roof and heater in exceptional condition throughout; £2,650.—Lowndes Sq., Knightsbridge, S.W.1. Square 1355-1709. (W4669)

BENTLEY (3½, 4½-litre and New 4½-litre)

JACQUIER, Ltd. offer:—
1947 Mark VI Bentley, exceptional condition; £1,450.—Below.
1938 K.V. series, registered September, 1937. Park Ward saloon, exceptional condition; £850; below.

1936 Bentley 4½, Vanden Plas saloon, recent engine overhaul, spicily condition; £655; below.
1934 Bentley 3½, Barker drop head for some coupe; £495; below.

1934 Bentley 3½ saloon; £495.—Jacquier, Ltd., 225-7, Hammermith Rd., W.6. Riverside 6977-8. (C2043)

H. A. FOX & Co., Ltd.
OFFICIALLY appointed Bentley retailers have, in exceptional circumstances, one
BENTLEY Sports Continental

SALOON for sale with the low mileage of only 307.
THIS car was delivered new on 14th January, 1955 and is fitted with the automatic gearbox and the 4½-litre engine, while standing, the car was struck a jouncing blow by a lorry which damaged the off-side front wheel assembly and caused some small damage to the wing and the body; the full guarantee by both Bentley Motors, Ltd. and H.J. Mulliner, Ltd. is applicable from date of delivery and will be transferred to the new owner; this car is offered to a private buyer who has not already placed an order for one of these models.
H. A. FOX & Co., Ltd.

3/5 Burlington Gardens, Old Bond Street, London, W.1. (telephone Regent 8822). (W610)
RUSSELL MOTORS offer:—

1953 Bentley R series big boot standard steel saloon, one owner since new, a specimen car.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, St. James's St., S.W.1. Sloane 5288. (C3060)
TOM GARNER, Ltd. offer:—

1954 Bentley R type (automatic gear box) standard steel saloon, velvet green, 6,000 miles only; £4,150.
TOM GARNER, Ltd., 10, 12, Peter St., Manchester. (C2060)
ROSE & YOUNG, Ltd. offer:—

1935 Bentley 3½-litre Gurney Nutting 2-door sports saloon, very pretty, exceptional condition; £495.—65-69, St. Nicholas Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). (C3057)
MANN EGERTON & Co., Ltd.

1954 (Duc.) Bentley 4½-litre large boot saloon, automatic gear, dual-colour scheme, 790 miles only; £4,250.
1953 Bentley 4½-litre large boot saloon, black with brown leather upholstery, 12,000 miles; £3,550.
MANN EGERTON & Co., Ltd.

14, Berkeley St., W.1. Hyde Park 2073.
MASCOT MOTORS, Ltd. offer:— (C2006)

1937 4½-litre H.J. Mulliner sports saloon; £695.
1936 4½-litre Vanden Plas open 2-seater.
237-245, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. (C3007)
ZENITH MOTOR Co., Ltd. offer:—

1951 Bentley Mk. VI by James Young, colour dark green, total mileage 42,000, chauffeur driven and maintained; £2,550.—591, Commercial Rd., London, E.C.4. Hyde 5425. (W7505)
CREST OF BOURNEMOUTH offer:—

1949 Bentley Mk. VI standard saloon, 49,000 miles only, one owner new split skirt pistons just fitted; £1,875.
1939 Bentley (overdrive) saloon by Park Ward; £1,175.
1939 Bentley (overdrive) drop head coupe; £1,175.

FULLEST particulars and photographs on request.
CREST OF BOURNEMOUTH, 14, Westcliff Rd., Bournemouth 7160. (C1099)
SANDERSON & HOLMES, Ltd. Derby.

THE official Rolls-Royce and Bentley retailers and repairers for B. Derbyshire, Leicestershire, Rutland and Burton-on-Trent. Derby 47471-6. (C4073)
COOMBS & SONS (GUILDFORD), Ltd. offer:—

1954 (registered) Bentley Mark VI Continental type sports saloon by E. D. Abbot, 22,000 miles; £3,850.
COOMBS & SONS (GUILDFORD), Ltd. St. Catherine's, Portsmouth Rd., Guildford, Surrey. Tel. Guildford 6197. (C1057)
SWANMORE GARAGE, Ltd., Bournemouth, offer:—

1937 Bentley 4½ saloon by Thrupp & Maberly; £1,750.
1938 Bentley 4½ convertible 4-seater by H.J. Mulliner, extremely attractive, wonderful condition, one owner; £975.
1948 Bentley 4½ Mk VI convertible 4-seater by Park Ward, coachwork black and silver, outstanding condition, extremely attractive; £2,255.
1948 Bentley 4½ Mk VI special razor-edge saloon by Hooper, Ltd., in quite exceptional condition; £2,195; written guarantee, exchanges or terms.
SWANMORE GARAGE, Ltd., 1176-1180, Christchurch St., Boscombe E., Bournemouth (Tel. Southbourne 43344). (C4024)

1947-8 Bentley 4½-litre standard saloon, radio, heater, in superb condition, all new tyres; £1,475.—Below.
1938-9 Bentley 4½-litre Park Ward Sportsman's saloon, black with grey interior, immaculate; £850.—Below.

1937 Bentley 4½-litre James Young Continental grey leather, and grey carpets with maroon leather interior, unmarked; £775.—Below.
WE will be happy to forward full details and picture specimen; thoroughly recommended; £275; terms, exchanges.—H. P. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (C2003)

BENTLEY (3½, 4½-litre and New 4½-litre)
CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley Retailers and Repairers, offer:—

1954 Bentley Continental H.J. Mulliner sal., grey, red leather, mileage 5,500 only; this is probably the finest example of this mode, ever built and includes over £900 worth of extras; £6,250.
1953 (Jan.) Bentley Mk VI K type, large boot, one owner, 24,000 miles, black, red leather, 12 mths. guarantee, superb order throughout; £3,350.
PART exchange and nine purchase arranged.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.
SERVICE: Works and Stores, Barnsdale Yard, off Egin Ave., W.9. Cunningham 5836. (C2010)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481-2-3, offer:—
1947 Bentley standard steel Mark VI saloon, finished dark green, beige leather, 11,000 miles only since complete overhaul costing over £500 at Bentley's, superb condition throughout; £1,525; maximum hire purchase terms available. (C1001)

CREST offer 1954 3½-litre Bentley sports saloon, electric vice, excellent throughout; £495.
CREST AUTOS, Ltd., 10 and 11, Ascot Parade, S.W.4. A Tel. Macaulay 2211-2. (C1002)

1951 model Bentley Mark VI saloon, 2-tone colour, superb condition, 22,000 miles; £2,750.
1937 4½ Bentley drop head coupe by Vanden Plas, one owner from new; £655.
1936 Bentley 4½ saloon, first-class specimen; £650.—Mark Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199. (C3037)

1937 Bentley 4½-litre Vanden Plas 4-seater sports car in ivory, immaculate; £675.
PARSONS & PARSONS (GARAGES), Ltd. Potter Tel. Potter 121. (C2035)

1947 Bentley standard steel saloon, black, with blue interior, 5,000 miles, excellent condition throughout; £1,425.—Below.
1938 Bentley Park Ward saloon, black with brown interior, very good condition throughout, repair bills for £800 available; £255.—Below.

1935 Bentley 3½ Hooper drop head coupe, black with tan interior, exceptional condition throughout; £615.—Below.
1947 Freestone & Webb saloon, green with beige interior, 70,000 miles; £1,650.—Weybridge Automobiles, Ltd., Queen's Rd., Weybridge, Tel. Weybridge 233. (W7638)

1951 Bentley Mk. VI standard steel saloon, black, brown leather, 36,000 miles, radio, exceptional; £2,175.—Tel. Hatfield (Herts) 2178. (W7641)
1938-9 Bentley 4½ Park Ward 4-door sports saloon, excellent; £775; terms, exchanges.—Cyril Sheppard of Reading Sonning 2345-6. (W7096)

1937 4½-litre Bentley Gurney Nutting 2-door saloon, blue and black; £675.—Lang Precision Engineering, Ltd., Hope Street Works, Liverpool. (W7477)
CASS'S MOTOR MART—1934 Bentley 3½ Hooper sports saloon, black, radio, run under 2,000 miles since 1934 overhaul; £525.—S. Warren St., W.1. Euston 3523. (C1040)

Nov. 1948 Bentley Std. St. saloon, black, grey interior, radio, one owner, new engine 1952, 0 mths. Joseph Tomlinson & Sons, Ltd., 45/47, Ecclesall Rd., Sheffield, 11. (W7395)

BENTLEY 4½-litre drop head coupe, 1936 model, for sale, one owner since new, in good condition, price £700 (o.n.o.).—Write Secretary, Middle Hill, Broadway, Worcs. (W7497)

1937 Bentley 4½-litre Park Ward spts. sal., black, fitted heater, taxed year, nice appearance; £565 or £150 down; exchanges.—Epps Bros., Farnborough (Kent) 2244. (W7505)

1948 Bentley black standard saloon, complete car, 50,000 miles, radio, heater; £1,650; private owner. Tel. 7013.
1949 Bentley Mark VI standard steel saloon, midnight blue with blue leather, 45,000 miles only; £1,775.—Bells Service Garages, 44, London Road, Kingston-on-Thames, Kingston 1185. (C1016)

1953 Bentley standard saloon, big boot, under 50,000 miles, grey with grey leather upholstery, immaculate condition; offer over £3,000.—Apply, P.J. Murphy, Tel. Leicester 84488. (W7382)

BENTLEY, 1955 model, first registered November, 1954, 5,000 miles, automatic gear box, equipped, new; nearest £4,000.—Henry Poole & Son, Ltd., 21, Hunters Rd., Birmingham, 19. Nor. 0846. (W6905)

1955 Bentley, latest type, automatic gear box, 300 miles only, in every way as new, at the special price of £4,400.—Slidner Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. (C3006)

1949 Bentley sports saloon by James Young, complete history available, most attractive and one rounded line; £2,175.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Grosvenor 7013. (C3056)

1948 Mark VI standard steel saloon, grey, blue-grey leather, radio, heater, loose covers and extra mats since new, good tyres, any trial, £1,450.—R. B. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. (C3011)

1950 (May) Bentley standard steel saloon, finished grey and black with brown leather upholstery, the condition is exceptional, in every way, mileage 73,000 and car has been maintained by Bentley Motors, Ltd.; £1,675.—Harry Martin, 25, Devonshire Place, W.1. Tel. Weibek 3254. (W7641)

1951 Bentley Mark VI, Park Ward, fixed head coupe, full flow wings, fitted radio, heater and loose covers, colour black with red upholstery, total mileage 26,150, first registered Feb. 1951, tax paid, in absolute showroom condition, one owner; £3,250.—W. P. Maidens, Slough, Lines. Tel. 135. (W7634)

1950 Bentley (March) Mark VI Bentley standard saloon, mileage 46,000 only, one owner, colour black with pinstrip interior, tyres excellent, whole car mechanically in excellent condition, in every way, condition throughout; £2,100.—R. B. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. (C3011/7)

XXX 1958 Bentley 4½-litre, fitted with semi-razor-edged sports saloon with rear boot by Mulliner, black and chromium with gunmetal grey leather, and grey carpets and head lining, tone; very fully equipped, 2 spare wheels, with metal covers, twin horns, for lamp, discs; really immaculate specimen; thoroughly recommended; £275; terms, exchanges.—H. P. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (C2003)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (PRE 1931)
BUYING? Selling? Performance Cars are your best bet. Please scan page 38. (C3041)
1925 Bentley 3-litre Black Label, brake good, mech. order; £85.—Tel. Witterham 55, Kene after 6.30 p.m. (7367)

Bentley Cars Wanted

C
M THE CAR MART Ltd. Official Retailers, wish to purchase Bentley cars.—Stanhope House, 320 Euston Rd., N.W.1. Euston 1212. (0958/R)

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

JACK
OLDING & Co. (MOTORS), Ltd., official retailers, purchase good used Bentley cars.—Audley House, North Audley St., W.1. Mayfair 5242. (W3030)

BENTALLS, Ltd.

WE are interested in the purchase of Bentley cars.—Kingston-on-Thames, Kingston 1001. (W1093)

A. SAUNDERS, Ltd., Golders Green, require:—

BENTLEY cars for cash.—140-144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Bentley buyers.—Tel. Wembley 8691/3903. (W4015)

BENTLEY Red Label or 4½ V.D.E., open, urgently required for cash; no dealers.—Box 2195. (0857/R)

BARTLETT will pay more for good pre-war Bentleys.—27, Pembroke Villas, W.11. Bay. 0523. (W10113)

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange any pre-war or post-war Bentley.—71, Broad St., Midland 2437. (0857/R)

XXX H. F. Edwards offer immediate cash for good Bentley.—28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, require:—

WEYBRIDGE type Bentleys. Tel. Weybridge 235. (0540/R)

WE will buy or part exchange your Bentley for a new one.—Loxham's Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. (W2064)

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Westcott St., Crystal Palace, S.E.18. Livingstone 3362. (0062/R)

WANTED, pre-war 3½ or 4½ Bentley sports saloons.—Altwood Garage, Maidenhead. Tel. Littlewick Green 70, evening and week-ends Littlewick Green 3076. (W4024)

BENTLEY cash buyers, absolutely fair prices paid.—Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Boscombe E., Bournemouth. (Tel. Southbourne 43344.) (W4036)

TAYLOR & CRAWLEY will buy low-mileage, pre-war and Mark VI Bentleys at attractive cash prices.—42a, South Audley St., (entrance Adams Row), Mayfair, W.1. Gro. 6881. (W4036)

Bentley Spares and Service

A
SERVICE unequalled.

OFFICIAL repairers Bentley cars.

SERVICING or overhauls.

COACHWORK renovations and accident repairs.

SPARES all models.—Tel. Fiamman 2223 (5 lines).

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). (S1082/R)

JACK

OLDING & Co. (MOTORS), Ltd., official Bentley service, overhauls and renovations.—84-90, Holland Park Ave., Kensington, Park 5077.

SERVICE reception in Mayfair, 18, Providence Court, North Audley St., Mayfair 5242. (S3003)

CHARLES POLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266

SPARE parts.

SERVICE: Barnsdale Yard—off Elgin Ave., W.9. Tel. Cunningsham 5936-7-8. (0593/R)

ALL spares and replacements for pre-war Rolls-Royces; full repair service at most favourable prices.—Compton, 69, Westcott St., Crystal Palace, Tel. Livingstone 3362. (0490/R)

B.M.W.

B.M.W.326, 1939, in very nice order, owned posted abroad.—Major James, Ellering, Redwood Rd., Sidmouth. Sidmouth 603. About £300. (7563)

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

PRIDE & CLARKE, Ltd., Bond Minicar buyers, h.p. accounts settled; exchanges.—Stockwell Rd., S.W.3. Brixton 6251. (W3068/R)

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager—no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY OF KILBURN. (0827/R)

BORGWARD

METCALFE & MUNDY, Ltd.

BORGWARD diesel 1954 saloon, radio, heater, 12,000 miles.

METCALFE & MUNDY, Ltd., Sole Concessionaires, 280, Old Brompton Rd., S.W.5. Fremantle 5471. (S3064)

G&M ALFRED'S (1936), Ltd.—1952 Borgward Hessa 1,500cc, above average condition. (C1005)

—6-7, Warren St., W.1. Euston 3268. (C1005)

CALLANDERS

CHARING CROSS

GLASGOW

SPECIAL offer of superlative car.

1954 Bristol 305 heather grey saloon, under 5,000 miles, location covers radio, heater, windscreen washers, Life Guard tubes, one owner, immaculate condition throughout.

CALLANDERS, 21, Charing Cross Mansions, Glasgow. Tel. Douglas 7561. (7342)

L. F. WARD, Ltd.

1950 Bristol 401 saloon, one owner, radio and heater.

L. F. WARD, Ltd., Orange Rd. Garage, Grange Rd., Thornton Heath, Tel. 3547. (C4045)

MERCURY offer:—

£1175—1950 Bristol 401 saloon, in immaculate condition, red with beige interior, chromium plated wheels with Dunlop speed tyres, Ekco radio, heater, 850 engine, just completely reconditioned under 1,000 miles, a superb motor car in every way; terms, exchanges.

MERCURY MOTORS, Universe House, 825-6, Harrow Road, Wembley, Middx. Wembley 6056-9. (W3014)

BROOKLANDS—Individuality.

1951 Bristol 2-litre 401 saloon, radio, heater.

BUY or sell with confidence; cars purchased for cash.

103, New Bond St., London, W.1. Mayfair 8351-6. (C1029)

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. (0618/R)

CASE'S MOTOR MART—1953 Bristol saloon, radio and heater, genuine 16,000 miles, one owner, written guarantee.—3, Warren St., W.1. Euston 4110. (C1040)

1948 Bristol saloon, type 400, 1952 engine, grey with natural leather upholstery, H.V. radio, heater, fog and driving lamps, tyres excellent, a beautiful car, ready for the road; £775 or near offer.—Standish, The Bank, Bradford, nr. Worcester. Malvern 152. (7453)

BRISTOL—If you're seeking a Bristol 2-litre saloon, used or new, you cannot afford to ignore the Bristol distributors, demonstrating 405 available at a very low price; part exchanges and confidential terms with pleasure; catalogue by return post.—Charles Cricknell Motors, The "Bristol" corner of Bristol, Tel. 25280. (0474/R)

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Bristol.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, B.N.W.2. Gladstone 6303. (W2040)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Bristol buyers.—Tel. Wembley 8691/3903. (W4015)

BARTLETT will pay more for good Bentleys.—27, Pembroke Villas, W.11. Bay. 0523. (W10113)

KDM & CHERRINGTON, Ltd., will buy good second-hand Bentleys.—3, Albemarle St., W.1. Gros. 5551. (W2054/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

XXX H. F. Edwards offer immediate cash for good Bristol.—28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

B.S.A.

B.S.A. 1938 Red Scout, excellent condition, inc. tyres, 41,000 miles (laid up throughout war); £210 o.n.o. Bromage, Cradwell House, Malmesbury, Wiltshire. Cradwell 204. (7318)

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model); spares, comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Brompton 7738. (0144/R)

BUGATTI

THE HALFWAY GARAGES (PADWORTH), Ltd.

THE Type 468 coupe, as shown in "The Bugatti Book," pages 116-117; 9,000 miles since overhaul and in faultless condition throughout; £295.

TEL Woolhampton 505-6.

THE HALFWAY GARAGES (PADWORTH), Ltd., Bath Rd., nr. Reading, Berks. (6226)

1939 2-seater coupe, 14,000 miles; £1,500.—J. Lemon Burton, Lonsdale Rd., N.W.6. Maids Vale 131. (0870/R)

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Maids Vale 131. (0071/R)

BUICK

SIMPSON'S offer:—

RHD 1952 Buick, radio and heater, all extras.

1953 Buick Dynaflo, heater, tinted windows, fitted with all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. (C4015)

1952 Buick Riviera sedan, radio and heater, absolutely as new.

SCOTT CARB, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/9676. (C4016)

1950 Super Buick saloon, radio and heater, excellent condition, specimen car.

1954 new Buick, 5,000 miles, with new look, many extras.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. (C4022)

1937 Buick 30hp saloon, outstanding mechanical condition; £175.—London Cars, 22-6, Greenford Rd., Greenford, Middx. Wuxlow 2643. (C2057)

1952 Buick Super 4-door saloon, right hand drive, radio, heater, immaculate condition; £1,795.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent, S.W.1. Slo. 5213. (C4036)

BUICK

G&M ALFRED'S (1936), Ltd., 1937 Buick 41hp oak-built station wagon, reconditioned engine, 1952 appearance, £245 only.—6-7, Warren St., W.1. Euston 3268. (C1005)

1937 Buick Viceroy Clubman fixed head coupe, grey with red hide, second engine, outstanding; £225; terms, exchanges.—Civil Sheppard at Reading, Sonning MK45-6. (7095)

1949 Series Buick 4-door saloon, black and dove grey, radio and heater, latest year; cost nearly £3,000, a very beautiful car; £795; consider part exchange.—14, Bulkington Ave., Worthing 1839. (C4027)

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers. Wembley 8691/3903. (W4015/R)

JOE THOMPSON (MOTORS), Ltd., require Buicks.—91-95, Fulham Rd., S.W.3. Kensington 4858.

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. (0304/R)

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (0141/R)

SIMPSON'S offer:—

1951 Cadillac series 62, fitted with all extras, including radio and heater.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. (C4015)

CHARLES POLLETT, Ltd., offer:—

1939 model Cadillac 60.8 sal., black, speedo reading 51,000, really superb order and very impressive car; h.p. facilities.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266

SERVICE: Works & Stores—Barnsdale Yard, off Elgin Avenue, W.9.

CUNNINGHAM 5936. (C2010)

WOKING MOTORS (MAYBURY HILL), Ltd.

1947 Cadillac saloon, one owner, recently passed by concessionaires; £675.—Woking 4377-8.

1952 Cadillac convertible, 13,000 miles, radio and heater, power steering, trimmed leather.—Below.

1951 Cadillac 4-door saloon, radio and heater, 20,000 miles, specimen car.—Below.

1950 Cadillac hard-top, radio, heater, very attractive car.—Below.

1948 Cadillac 7-passenger limousine.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. (C4022)

1939 Cadillac model 60, 4-door saloon, radio and heater, one owner; £395.—Jacqueline, Ltd. 225-7, Hammermith Rd., W.8. Riverside 6677-8.

1952 (September) Cadillac Fleetwood, superbly maintained and serviced at Lendrum & Hartman's; quite immaculate; £2,895.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. (C4036)

£275—Series 75 Cadillac V.8 limousine, 1937, a widest possible occasional, winding division and beautifully appointed interior, attractive black coachwork, excellent tyres, the whole car in guaranteed mechanical order.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. (0135)

1953-4 Cadillac model 6267 convertible, colour ivory trimmed in sumptuous red leather, new white wall tyres, hydromatic transmission, power operated door, hood, windows, seats and aerial, built-in radio with fully automatic tuning device, heaters, air conditioning, etc., one owner from new, 15,000 miles only, must be seen and driven to be believed; exchange considered.—Tel. Coventry 68349. (7611)

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers. Wembley 8691/3903. (W4015/R)

JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—91-95, Fulham Rd., S.W.3. Kensington 4858.

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. (0304/R)

Cadillac Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (0141/R)

CHEVROLET

SIMPSON'S offer:—

1950 Chevrolet, colour black, radio and heater, all many other extras.

1949 Chevrolet, radio and heater, 4-door saloon, seat covers.

1947 Chevrolet, colour black, 4-door, fitted all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. (C4015)

MANY models in stock.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties), 17-14, Upper St., Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 5588. (C1027)

B. J. HUNTER, Ltd., offer:—

1950 Chevrolet special saloon de luxe, every conceivable extra grand appearance; £695.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, B.N.W.2. Tel. Gladstone 6303. (C2040)

METCALFE & MUNDY, Ltd.

1954 Chevrolet Power Glide Special Bel Air 4-door low-built saloon, 3,500 miles, power steering; Whitehall tyres, heater, radio, silk loose covers.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. (C3064)

1951 Chevrolet 2-door Club coupe, radio and heater, immaculate; £775.

SCOTT CARB, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/9676. (C4016/R)

Citroen Cars Wanted

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

GENUINE spares, service and maintenance.—Schenk Motor Engineering, 465, Stratford Rd., Manchester, 16. Tra. 0523. [2719]
REPAIRS! Guaranteed gear boxes, engines, parts. Seal covers, cars bought, sold.—Tarrant & Sons, 10, Winchester Mews, N.W.3. Pri. 2647. [84100]

DODGE

AUTOSALES (LONDON), Ltd., offer:—
1954 Dodge Kingsway saloon, light-hand drive, heater, finished in fluorescent green, negligible mileage. [7643]
1947 Dodge 4-door saloon, right-hand drive, black; 1950—59—65, Belisle Rd., N.W.6. Maida Vale 5555 and 2155. [7643]
1948 Dodge Custom Six saloon, black, grey leather seats, roof, overdrive, heated, taxed. [7643]
1954 Dodge Kingsway (Sept. '54), r.h.d., under 5,000 miles, as new.—J. H. Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.7. Kennington 4898. [C4028]

FIAT

ELM AUTOSALES, Morden, offer:—
1949 Fiat 1100 Baillie saloon, golden beige cellulose completely unmarked, interior spotless and fitted with tailored tartan covers, l.h.d. model, one owner from new and beautifully maintained mechanically. £395.—Autosales, 29-30, Abbotsbury Rd., Morden, Chertsey 1615. [C2087]
BOYING! Selling Performance Cars are your best bet. Please call. [C2087]
FIAT—A really good 1938 1100cc 4-door pillarless saloon; £220 o.n.o.—Tel. Outney 3044. [7573]
1937 Fiat 500 convertible coupe, very sound condition, taxed; £125.—Cutler, Barn Cottage, Walworth, Arundel. Tel. Eastergate 367. [7415]
1954 Fiat new 1100, heater, 7,500 miles, dark green; £270, near offer, good reason for sale. [7564]
MAYFAIR GARAGES, Ltd., offer a good selection of used Fiat for immediate delivery, and new 1955 models delivery early spring.—Below.
MAYFAIR GARAGES, Ltd.—Current type 500C over top coupe, rear, March, 1952, pale blue with plaid tyngs and auxiliary rear seat, very attractive car with outstanding and economical road performance, 3 months' guarantee; £395.—Below.
MAYFAIR GARAGES, Ltd.—Aug. 1953, 500 2nd series full 4-seater de luxe convertible saloon, blue, red leather, new plastic top, smart car with excellent and economical performance for four adults, 3 months' guarantee; £225.—Below.
MAYFAIR GARAGES, Ltd.—1939 model 500 2nd series de luxe convertible coupe, maroon, smart car with economical and excellent road performance, 3 months' guarantee; £225.—Below.
MAYFAIR GARAGES, Ltd.—1938 500 de luxe convertible coupe, satiny grey leather, very smart appearance, excellent runner, 3 months' guarantee; £195.—Below.
MAYFAIR GARAGES, Ltd.—August, 1937, 500 convertible coupe, black, excellent condition throughout; £125.—Below.
MAYFAIR GARAGES, Ltd.—Price lists, catalogues and copy of Autocar Road Test Report on request (please state if enquiry for new or s/h).—Below.
MAYFAIR GARAGES, Ltd. (Fiat Sales & Service), Ballderton St. (opposite Selfridges clock), Mayfair, W.1. Mayfair 3104-S. Open 9-6, Sat. 11-5. [C5009]
CASS'S MOTOR MART.—1952 Fiat 1400 saloon, l.h.d., exceptional condition; £595 written cash price, 5,000 miles, 3 months' guarantee. [C1040]
C. V. RUSHMER, The Fiat Specialist.—1955 500 C, 4,000 miles, as new, cost £600; £550, guaranteed. [C1040]
39, Holland St., W.1. Part 5721.
FIATS.—S. and S. Motors have a range from £125 to £425.—S. and S. Motors, 165a Westbourne Grove, W.11. Bay 1101. [7495]
1938 Fiat 500 2-seater, cabriolet, in excellent condition, new hood; £150.—S. and S. Motors, 165a Westbourne Grove, W.11. Baywater 1644. [7495]
1940 (reg.) Fiat 1100 d/h 4-door saloon a fine example with an impressive performance, excellent tyres, no owner only since 1946, h.p. 25 and part exchange; attractive price.—Hamtun Motors, Ltd., 39, Sheep St., Northampton, Tel. 3616. [7533]

Fiat Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hamptead (Tube), N.W.3. Ham. 6041. [W4019/R]
S. and S. MOTORS, pay more for Fiat 500s.—165a Westbourne Grove, W.11. Baywater 1644. [7495]
WANTED, 500cc 1938-40.—J.D., Winchester, W.10 N.W.3. Pri. 6159. [W4100]
FIAT 500 drop head coupe required.—Woodpecker Cottage, Cockin Dean, Berkshire, Marlow 285. [7573]
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Fiat buyers.—Tel. Wembley 8691/3903. [W4015]
MAYFAIR GARAGES, Ltd.—Top cash prices for Fiats.—Ballderton St., W.1. Mayfair 3104. [C0995/R]
Fiat Spares and Service
FIAT 500 (2.0 L. (England), Ltd., 65, Lowlands Rd., Harrow, Byron 6028.—[C0325/R]
MAYFAIR GARAGES, Ltd., comprehensive Fiat service, Ballderton St., W.1. Mayfair 3104. [C0325/R]
FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licenciers for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. [C0995/R]
FIAT 500, 1100 and 1500, full range spares, replace- ment parts, new and used reconditioned bench-tested engines, starter motors, dynamos, radiators, springs in exchange; stamp list.—Derrington, 159, London Rd., Kingston 5621-2. [M1071]

FORD ANGLIA

PERRY'S OF HARROW.
HAVE an excellent selection of post-war 10hp saloons available.
PHONE Harrow 4282 and 9140 for details.
W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [C0995/R]
1954 Anglia, black/red, reg. 25, 2100 cc, heater, undercar, etc., as new. Box 2014. [7234]

FORD ANGLIA

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballderton Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—
1953 (December) new Anglia saloon, blue with blue upholstery, heater, seal covers, spot lamp, twin wing mirrors, 15,000 miles, immaculate; £510. [C3042]
W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballderton Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042]
SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1953 Ford Anglia; £385.—Below.
1946 Ford Anglia; £275—355, High Rd., Wembley, Middlesex. Tel. Wembley 4422 and 4423. [C3042]
1953 (Sept.) Anglia, green, perfect condition, available mid-March; £395.—Mountview 5766. [C3042]
345 gns.—Ford Anglia, late 1953, saloon, one owner, exceptional; terms, exchanges.—Rowland Smith, below.
245 gns.—Ford Anglia, 1940, saloon, pastel green, excellent condition; choice of 4 Anglias; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]
1953 Ford Anglia, low mileage, excellent condition; 355—3, Chester Close, Chester St. S.W.1. Slo. 1043. [7506]
1953 Anglia, black/red, perfect; £365; terms, exchanges.—Tate & Hitchens, Ltd., Hayes Garage, Temple Fortune, N.W.11. Speedwell 9873. [7519]
1948 Ford Anglia, leather upholstery, recent reconditioned engine; £275.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068]
FORD Anglia saloon 1952, one owner, reconditioned engine, loose covers, exceptionally clean throughout, taxed year; £350.—Ford, Shepherds Bush 2295. [7613]
1954 Anglia, latest type, 5,000 miles; £545; terms or exchanges; trade enquiries.—Broadway Motors, 67, High St., Hounslow, Middx. Hou. 0175. [7501]
1955 series Ford Anglia saloon, one owner, as brand new.—Motorsists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018/1]
1953 Anglia, fawn, taxed year, superb condition, loose covers, extras; £370; or exchange £30. [7572]
1953 (Sept.) Ford Anglia, green, fawn upholstery, 19,000 miles, one owner, spare unused, taxed; £395.—R. S. Mead (Sales), Ltd., 44, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [C3011]
PRIDE & CLARKE, Ltd.—1954-5 Ford Anglia saloons, 5,000 to 10,000 miles, heater, one owner, choice several from £349; 1953, black/red, choice 2 from £349; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3066]

Ford Anglia Cars Wanted

D DAGENHAM MOTORS, Ltd., wish to purchase Ford Anglia cars.—Used Car Department, Hyde Park 4070. [W1056]
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Ford Anglia buyers.—Tel. Wembley 8691/3903. [W4015]
FORD (S. h.p.)
1939 Ford 8 saloon, excellent runner, clean condition, £175 or 665 down.—Bray Motors, 130-134, West End Lane, N.W.6. Hampstead 6490. [C1024]
Ford Eight Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hamptead (Tube), N.W.3. Ham. 6041. [W4018/R]
WHY accept less for your Ford Anglia saloon, 1948- 1952 when you can get its full market value from **FERRARIS OF CRICKLEWOOD, Ltd., 200/220,** Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [W2008]

FORD POPULAR

CAR MART, Ltd.
1954 Ford Popular saloon, heater, grey with blue 165, Bromley Rd., Catford, S.E.6. Hither Green 1001. [C1039]
RAYMOND WAY.
RAYMOND WAY, of Kilburn.
RAYMOND WAY, the hire-purchase specialists.
1954 Ford Popular saloon, 9,000 miles only, trafficators and overdrive fitted, choice of 5 others in similar condition; from 368gns or £78/9 deposit, balance 24 months.
HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.
R ROWLAND SMITH'S, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]
H. C. PAUL, Ltd.
1953 Ford Popular, black, 11,000 miles, as new; £395.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821-2. [C3040]
SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1954 Ford Popular, colour black; £395—355, High Rd., Wembley, Middlesex. Tel. Wembley 4422 and 4423. [C3042]
1954 Ford Popular, very little used; £380.—Smith & Hunter, 576, Kensington High St., W.14. Tel. Western 2512. [C4019]
PRIDE & CLARKE, Ltd.—1954 Ford Popular saloons, low mileage; choice several from £359; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3066]
345 gns.—Ford Popular, 1954 model, saloon, fawn, pass light, demister, trafficators, one owner, spare unused, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

FORD POPULAR

1954 Ford Popular, very good condition, any trial; £395; exchanges, h.p.—H. Ferryman, Prestwich, Manchester, Prestwich 2057. [C2082]

Ford Popular Cars Wanted

D DAGENHAM MOTORS, Ltd., wish to purchase Ford Popular cars.—Used Car Department, Hyde Park 4070. [W1056]
WHY accept less for your Ford Popular saloon when you can get its full market value from **FERRARIS OF CRICKLEWOOD, Ltd., 200/220,** Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [W2008]

FORD PREFECT

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballderton Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—
1953 Prefect, black with red leather upholstery, heater, spot lamp, one owner; £475. [C3042]
W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballderton Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042]
at Browns.
1948 (Sept.) Ford Prefect, reconditioned engine, one owner; £310.
W. J. BROWN, Ltd., Ford distributors for 30 yrs., 339, Finchley Rd., N.W.3. Ham. 4414. [C1025]
CAR MART, Ltd.
1953 Ford Prefect saloon, black with brown leather upholstery; £460.
1952 Ford Prefect saloon, beige with red leather upholstery; £435.—Car Mart, Ltd., 165, Bromley Rd., Catford, S.E.6. Hither Green 1001. [C1039]
H. C. PAUL, Ltd.
8000 miles, (guaranteed)—1955 Ford Prefect, black/brown, as new throughout; £465—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040]

PERRY'S OF HARROW
HAVE an excellent selection of post-war 10hp saloons available.
PHONE Harrow 4282 and 9140 for details.
W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [C0995/R]
WARWICK WRIGHT, Ltd., offer:—
1953 Prefect saloon, black with brown leather, 15,000 miles; £495.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. [C4045]
SEYMOUR & CLEMENTS, Ltd., offer:—
1953 Ford Prefect saloon, as new, unmarked; £475. 38, Watford Way, Hendon Central, N.W.4. Tel. Hendon 2146. [C4007]

ALLAN TAYLOR MOTORS, Ltd. offer:—
1947 Ford Prefect, leather upholstery; £280.
1950 Ford Prefect, cloth upholstery; £365.

H HIGH ST., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines).
A. SAUNDERS, Ltd., Golders Green, offer:—
1952 (May) Ford Prefect 4-door saloon, one careful owner, black/red upholstery, under 15,000 miles, highly recommended; £390.
1953 (April) Ford Prefect saloon, beige/beige hide, one owner, immaculate, highly recommended; £420.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C3040]
SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1947 Ford Prefect, reconditioned engine, leather upholstery; £350—355, High Rd., Wembley, Middlesex. Tel. Wembley 4422 and 4423. [C4015]
1953 Ford Prefect saloon, black, leather upholstery, one owner only; £450.

GORDON CARS (LONDON), Ltd., Russell Parade, Golders Green Rd., N.W.11. Speedwell 9761. [7661]
19425—Ford Prefect saloon, 1952, choice of black or Bristol fawn.—Below.
19455—Ford Prefect saloon, 1953, black, leather upholstery, splendid condition.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008]

1953 Ford Prefect saloon, black; £440.—Byrne Motors, Stratford-on-Avon, Tel. 2700. [7517]
1949 (January) Ford Prefect with leather upholstery; £300—110, Battersea Rise, S.W.11. Battersea 0549. [C1066]
1948 (Sept.) Prefect 4-door, green/green leather, recon. eng., taxed, really beautiful; £295; also.

1951 (July) Prefect 4-door, green/2-tone brown leather, recently completely overhauled and fitted new engine, taxed December, superlative; £395.—Bruce France, 38, Cromwell Mews, South Ken, S.W.5. [C2014]
PREFECT Oct. '54, grey, export model, radio, heater, 2,640 miles, or nearest.—Lieut. Chaudhry, 6 Bn. Bordon, Hants. [7566]
395 gns.—Ford Prefect, 1952, saloon, beige, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

145 gns.—1959 saloon, choice of 4 Prefects; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]
1954 (September) Ford Prefect, black and red 6625, £125 deposit, balance 30 months, as new; £625. [C1066]

MALLEN & COX, Ltd., 928, High Rd., Finchley N.12. Tel. Hillside 0560/9553. [C3046]
1947 Prefect, 1952, 27,000, completely overhauled. **FORD**—Phone day, City 6951; evenings or week-end, Euston 7552. [7260]
PRIDE & CLARKE, Ltd.—1954 Ford Prefect saloon black/red, 6,000 miles, one owner, £629; 1955, low mileage, choice several from £429; 1952, Black/beige, one owner, £369; 1949, black/red, £359; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3066]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Prefect Cars Wanted

D **AGENHAM MOTORS, Ltd.**, wish to purchase Ford Prefect cars—Used Car Department, Hyde Park 4070. (W1066)

FORD (10 h.p.)

ROY'S AUTOMOBILES, Ltd., offer 1951 Ford 10 saloon, reconditioned; £575; also 1948, £295; both good; trade enquiries welcomed; terms and exchanges.—127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2760 and 6894. (C3059)

Ford Ten Cars Wanted

MARSTON MOTOR CO. Ltd., for you Ford 10.—Tel. Sta 8000, Seven Sisters Rd., Tottenham, N.15. (0197/R)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Ford 10.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

FORD CONSUL

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1953 Consul, black with beige leather and heater; £595. (C3042)

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. (C3042)

HPG (September) Consul saloon, a lovely, genuine car, one owner, 14,000 miles, finished in black with red leather and fitted heater; £600 or fair offer; terms, exchanges.—Higham Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4. Larkwood 7508/2031. (C1066)

RAYMOND WAY, East London Branch.

1953 Consul saloon, slate grey with red leather, extras include heater, Ace Rimbellishers, overriders, twin flame throwers, post horns, special mats, etc., one owner, low mileage; 5699ps or £120 deposit. (C3042)

1952 terror, most of extras including heater, twin flame throwers, long-range head lamps, overriders, Ace Rimbellishers, rad. blind, reverse light, screen sprays, armrests, etc., one owner, low mileage; 5189 or £158 deposit. (C3042)

EASY hire purchase on the spot with no references, no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from. (C3042)

RAYMOND WAY, 775, High Rd., Seven Kings, Tel. Seven Kings 4066. (W5009)

BENTALLS, Ltd.

1952 Ford Consul, radio, heater, leather, spot-lamps, etc.; £575.—Kingston-on-Thames, Kingston 1001. (C1093)

GATEHOUSE offer:—

1953 Ford Consul, black, leather and heater, 8,000 miles only; £615.—Gatehouse Motors, Ltd., Highgate Village, London, N.5. Tel. Mountview 4444. (C3060)

RUSSELL MOTORS offer:—

1954 model Ford Consul, leather, heater, radio, spot lights, wing mirrors, Windtone horns, fitted carpets, many other extras; £645. (C3060)

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, R. Sloane St., S.W.1. Sloane 9288. (C3060)

GLANFIELD LAWRENCE offer:—

1952 (Sept.) Ford Consul saloon, green, beige leather, exceptionally nice throughout; £575.—407, High Rd., N.12. Finchley 0091. (C3063)

WARWICK WRIGHT, Ltd., offer:—

1953 (December) 1954 series Ford Consul saloon, black and grey with red leather, fitted heater, 6,000 miles; £635. (C4045)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9701. (C4045)

WAINSTEAD MOTORS, Ltd., 643, Eastern Ave., Ilford, Valentine 1155-6-7. (C4042)

PETER BANTOCK CAR SALES offer:—

1951 Ford Consul, moderate mileage, fitted heater and radio; £495.—104, High Rd., Chiswick 2725/5870. (C1014)

MARRS & MEES, Ltd. (Est. 1893), offer:—

1954 Ford Consul, Canterbury green, leather upholstery, heater, small mileage, one owner, indistinguishable from new; £645.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. (C3012)

1953 (model) Ford Consul, heater, exceptional condition; £545. (C4015)

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon, Sanderstead 4260. (C4055)

1952 Consul finished in green, fitted radio and heater, excellent condition throughout; £545. (C4055)

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., W.2. Ambassador 5256. (C4055)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1954 Ford Consul; £635.—355, High Rd., Wembley, Middlesex. Tyl. Wembley 4422 and 4423. (C4015)

1953 Ford Consul, black, seat covers and heater fitted; £595. (C4055)

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines).—1954 (March) Ford Consul saloon, Bristol fawn, red leather upholstery, genuine mileage 6,500, completely as new. (C1070)

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2201. (C1070)

1954 (Oct.) Consul convertible green, heater, seat covers and other extras, 2,000 miles, as new; £765.—Robbott, Tel. 7850. (C3010)

1952 Ford Consul, beige and beige leather, one owner, reconditioned engine, new tyres, excellent condition throughout; £549, £125 deposit, balance 30 months. (C3059)

MCLAREN & COX, Ltd., 928, High Rd., Finchley, N.12. Tel. Hillside 0560/9353. (C3059)

FORD CONSUL

1953 Consul saloon, black with red leather, heater, spot-lamps, one owner, 16,000 miles, guaranteed; £625.—Campbell Symonds, Wembley W82 (C1037)

1954 (March) Consul saloon, black, heater, spot-lamps, Underseal, 13,500 miles; owner going abroad; £620.—Woodruff, Penmans Green, Chipping Herd. (W359)

1953 Consul, 18,000 miles, heater, one owner, superb condition, bargain; £575/11.—A. Z. Motors, 100, Palmerston Rd., N.W.6. May. 4725. Open all day Saturday. (C1011)

1953 saloon, one owner, black, red hide, heater, taxed, splendid throughout; £570.—Davies Motors, Ltd., 275, London Rd., Staines, Tel. 4211-2-3-4-5. (C1060)

1953 Consul, 17,000 miles, radio, heater, leather, one owner, immaculate; £595.—Tolworth Motors, Ltd., Kingston By-pass, Tolworth, Elmbridge 2254. (C4061)

1954 Underseal, black, red leather, heater, radio, Underseal, screenwashers, one owner, carefully used; £640.—Mrs. Brown, Al-heton, Sudbury, Suffolk (Cockfield). (C4006)

WALTER SCOTT, Ltd., offer 1954 Consul, black, leather, heater, 6,000 miles, unmarked; £650.—59, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube, Fimrose 5614. (C4006)

1953 Ford Consul saloon, black with red interior, low mileage, fitted heater, in new condition throughout; £596, radio or h.p.—Coles Garages, Ltd., 42, Worples Rd., S.W.19. Wimbeldon 0195. (C1054)

MAYFAIR GARAGES, Ltd.—Nov., 1951, Consul saloon, black, leather upholstery, radio, heater, one owner, small mileage, scrupulously maintained; £645.—Balderton St. (opposite Selfridges clock), Mayfair, W.1. Mayfair 3104-5. (C3009)

495 Consul, Ford Consul, 1952 model saloon, leather, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 4066. (C3063)

TANKARD & SMITH, Ltd., offer 1953 Ford Consul saloon, black with red upholstery, radio, heater, seat covers, one owner, 13,000 miles, immaculate condition; £610, 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. (C4025)

PRIDE & CLARKE, Ltd.—1954 Ford Consul saloon, black/red, 3,000 miles, heater, one owner, choice 2; £599. 1953 black/red, 12,000 miles, heater, £599; 1952 black/beige, green/green, radio, heater, choice 3 from £519; 1951, grey/grey, heater, radio, £499; 3 months' guarantee, terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. (C3063)

Ford Consul Cars Wanted

D **AGENHAM MOTORS, Ltd.**, wish to purchase Ford Consul cars—Used Car Department, Hyde Park 4070. (W1066)

R **OWLAND SMITH'S, the Car Buyers**—Highest cash prices for Ford Consul.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

A **LMOST new Consul required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)**

R **EALLY good Consul wanted.—Cobb, 30, Harley House, London, N.W.1. (W1086)**

W **HY accept less for your Ford Consul saloon when you can get its full market value from FERRARIS OF CRICKLEWOOD, Ltd., 300, 220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open week-days 9 a.m. to 6 p.m. (W2009)**

F **ORD Consul buy a—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (W3018)**

FORD ZEPHYR

A **I at Browns.**

1952 (Sept.) Ford Zephyr, blue, radio, one owner, 22,000 miles; £545. (W4018/R)

W **339, Finchley Rd., N.W.3. Ham. 4414. (C1025)**

BENTALLS, Ltd.

1953 Ford Zephyr, leather, heater; £610.—Kingston-on-Thames, Kingston 1001. (C1093)

RAYMOND WAY, East London Branch.

1953 (August) Zephyr, Dorchester grey with red leather, extras include radio, heater, check loose covers, Ace Rimbellishers, twin flame-throwers, screen sprays, long-range headlights, etc.; 589 guineas, or £124 deposit. (C3063)

EASY hire purchase on the spot with no references, no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from. (C3063)

RAYMOND WAY, 775, High Rd., Seven Kings, Tel. Seven Kings 4066. (W5009)

NEWNHAMS, Ltd.

1953 Ford Zephyr saloon, grey, one owner; £595. (C3063)

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (W4018/R)

PHILIP RICKARDS, Ltd., offer:—

1954 Ford Zephyr saloon, black, red leather, 3,000 miles; leather exchange; deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. (C3051)

WARWICK WRIGHT, Ltd., offer:—

1953 (December) 1954 series Ford Zephyr Six 12,000 miles, black with red leather, fitted heater, 6,000 miles; £625. (C4045)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9701. (C4045)

GUY SALMON AUTOMOBILES offer:—

1953 Ford Zephyr saloon, blue/pale blue leather, heater, 15,000 miles, faultless condition; £525.—Portsmouth Rd., Thames Ditton, Esherbrook 5651-2-3. (C4021)

A **LLAN TAYLOR MOTORS, Ltd., offer:—**

SEVERAL Ford Zephyrs, 1952-1954 from £525 to £675. Wandsworth S.W.18 Tel Vandrye 4433 (5 lines). (W1116)

ZEPHYR, 1953, 17,000 miles; £605; heater, radio.—Ken 2611. (W580)

FORD ZEPHYR

K **NIGHTSBRIDGE MOTORS, Ltd., offer:—**

1954 Ford Zephyr saloon, 11,000 miles, one owner, leather, heater, licensed; £665. (C2036)

1 **Roberts Messrs, Linnies Place, Belgrave Sq., London, S.W.1. Sloane 4068. (C2036)**

H **A. SAUNDERS, Ltd., Golders Green, offer:—**

1955 Ford Zephyr, fawn/red P.V.C., heater, plates, delivered London; £780/0/10. (C3052)

A **USTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). (C4004)**

1955 Zephyr, Dorchester grey, red leather, heater, list price. (C3052)

R **IFCO, Ltd. (Zephyrs purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. (C3052)**

1953 Ford Zephyr, 12,000 miles, black, beige inside, fitted heater; £630.—Haskins, Adroaze 1155. (C3027)

1954 Zephyr, 5,000 miles, radio, heater, red leather, Underseal, perfect condition; £700.—Col. 2468. (W394)

1952 Ford Zephyr, black and red leather, heater, loose covers, link mats, etc., very nominal mileage, one owner; £575, £120 deposit, balance 30 months. (C3027)

M **CLAREN & COX, Ltd., 928, High Rd., Finchley, N.12. Tel. Hillside 0560/9353. (C3063)**

1951 Zephyr saloon, heater, leather, spot light, etc., one owner, £485; exchanges, terms. (C3054)

Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. (C3054)

F **ORD Zephyr, 1953, spotlamps, heater, windscreen washers, dark green with light brown leather, 26,000 miles; £585.—Luxuria, 217, Cowley Rd., Tel. Oxford 3142. Est. 4. (C3027)**

1953 (October) Ford Zephyr saloon, black with red interior, immaculate throughout, 15,000 miles; £610.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. S.W.19. Wimbeldon 0195. (C1054)

1953 (late) Zephyr saloon, leather, heater, extras, dual colours, grey and blue like Zodiac, one owner, low mileage; £635.—Pantiles Service Garage, London E.8. Gullidon 3326. (C4016)

1953 Zephyr, 2-tone grey similar to Zodiac, radio, heater and other extras, speed 18,000 miles, very superior condition throughout; £610, cash or h.p.—Coles Garages, Ltd., 42, Worples Rd., S.W.19. Wimbeldon 0195. (C1054)

645 gns.—Ford Zephyr, 1954, saloon, black/red, heavy duty tyres, one owner, 6,000 miles, practically new; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 4066. (C3063)

1954 series Ford Zephyr saloon, 7,000 miles only, one private owner, finished green, fitted heater, spare unused as brand new; £725, with guarantee.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (C3018)

1953 Ford Zephyr saloon, finished in green and fitted heater and leather upholstery, one owner, 11,000 miles, in really excellent condition; £610.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Premantle 3333. (C1083)

1954 Ford Zephyr, green with beige leather interior, fitted heater, loose covers, Rimbellishers, spotlamp, one careful owner, 8,000 miles only, completely unmarked; £715.—Bella Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1165. (C1016)

1954 Zephyr convertible coupe, 3,500 miles only, radio, heater, loose covers, one private owner, offers for sale, finished cream, trimmed green, really indistinguishable from new; £875 or near offer.—Miss Waters, Crab Apple Court, Oxshott Rd., Leatherhead, Oxshott 2558. (W394)

1953 Ford Zephyr saloon, black with red leather upholstery, one owner since new, many extras including radio, heater, screen washers, external dining mirrors, etc., small mileage, excellent condition throughout, 5 months' guarantee; £595.—C. & W. Motors, Ltd., Queens Head Garage, East End Rd., Finchley 6236 (3 lines). (C1061)

Ford Zephyr Cars Wanted

D **AGENHAM MOTORS, Ltd.**, wish to purchase Ford Zephyr cars—Used Car Department, Hyde Park 4070. (W1066)

A **LMOST new Zephyr required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)**

R **EALLY good Zephyr wanted.—Cobb, 30, Harley House, London, N.W.1. (W1086)**

R **OWLAND SMITH'S, the Car Buyers**—Highest cash prices for Ford Zephyr.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

FORD ZODIAC

H **BEART & Co., Ltd., offer:—**

1954 (July) Ford Zodiac, green/beige, fitted radio, heater and many other extras, genuine mileage under 1,500 and like brand new throughout; £825.—102, London Rd., Kingston-on-Thames, Kingston 3348. (C1061)

6 **-WEEK-OLD Zodiac, grey/green, dual speaker radio, 700 miles only; £250. (W394)**

Z **ENITH MOTOR CO., Ltd., 591, Commercial Rd., E.1. Ste. 4285. (W7336)**

1954 Zodiac, 2-tone grey, 15,000 miles, as new, taxed '55, many extras.—Tel. offers Terms Bar 3905. (W7020)

1954-55 Ford Zephyr Zodiac, radio, heater, special paintwork, 5,000 miles, as new, £575. (C3006)

Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. (C3006)

1954 Zodiac, November, 1953, blue and grey, one owner, moderate mileage, many extras, multi-exhaust, etc., Underseal since new, regularly serviced; £760.—R. J. Hawkins, Pear Tree Lane, Dudley 3166. (W3996)

1954 Ford Zodiac saloon, grey/green, one owner; £735; exchanges.—Naylor & Roca, Ltd., 48, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction) Batt. 2252. (C3022)

FORD (V.8)

1949 Pilot, radio and heater, excellent throughout; £675. (C4014)

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7778/6676. (C4014)

1949 Pilot in black, brown leather, heater, radio and many extras; £545. (W1116)

ERIO HAYES, Ltd., 11, Bishops Bridge Rd., W.2. Ambassador 8666. (C2053)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (V.8)

W HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. offer:—
1950 Pilot saloon, o.s.c. leather heater, radio: £250.
W HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444.
RAYMOND WAY.
RAYMOND WAY, of Kilburn.
RAYMOND WAY, the hire-purchase specialists.

1950-51 Ford Pilot saloon, black with beige leather upholstery, radio and heater fitted, spot car which has been carefully driven and maintained from new; 3690s, or £97/9 deposit, balance 24 months.
HIRE purchase terms on the spot with no reference, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £800 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6.
RMalda Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).
RAYMOND WAY.
RAYMOND WAY, East London Branch.

1950 Pilot, original blue with blue leather in as new condition; extras include built-in radio and heater, Ace Radiolab, screen sprays, spot and reverse lights, wing mirrors, mellowtone horns, etc.; most outstanding example; 3590s, or £95 deposit.

EASY hire purchase on the spot with no reference, no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.

RAYMOND WAY, 773, High Rd., Seven Kings. (7114)
SIMPSON'S MOTORS (WEMBLEY) Ltd., English Car Sales Division, offer:
1949 Ford V.8 Pilot: £350—355, High Rd. Wembley, Middlesex. Tel. Wembley 4422 and 4423.

1936 Ford V.8 drop head coupe, taxed; terms: exchange—Autonon, Ltd., Hampstead 5430.

1949 Ford Pilot, black and beige leather, fitted heater, radio, loose covers, etc.; £360, £30 deposit, balance 30 months.

McLAREN & COX, Ltd., 928, High Rd., Finchley, N.12. Tel. Hillside 0560/3553.
1949 Pilot, immaculate throughout; £345—Jack Porter (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4.

1938 31A, immaculate 2-tone green leather, 50,000 gen. (win horns, equal to post-war; £215, o.n.o.—Elmbridge 7457.

G & M ALFREDOS (1956), Ltd.—1951 Ford V.8 saloon, radio, heater, leather, 1953 condition—6-7, Warren St., W.1. Euston 3268.

1949 Ford Pilot, radio, heater; £345—Kings Cars, 403, Corner, Sydenham, S.E.26. Sydenham 6129.

1951 model Pilot, radio and heater, specimen condition; £375—Jack Porter (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4.

1950 Pilot, radio, heater, ink mats, one owner, immaculate value; £395—A. Z. Motors, 100, Palmerston Rd., N.W.6. Mai. 4725. Open all day Saturday.

295 gns.—Ford V.8 Pilot, late 1949, saloon, leather, radio, heater, very good condition; terms, exchange; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

Ford V.8 Cars Wanted
GOOD Ford Pilot required.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 116.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham. 6041.

FORD MERCURY
1949 Ford Mercury, 1100 since new, absolutely immaculate radio and heater; £636.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. S. Hampstead 7779/6676.
£250—Specimen V.8 Ford Mercury engine. Fiberglass sports body, good tyres, tubes, good condition, fast, open; also set double rear wheels, tyres.—Ginaven, 84, Wrotesley Rd., Tottenham, Staffs. 7425.

UTILITY—FORD OR OTHER BODIES
1952 Ford 10cwt Martin Walter Utilecon, green, in perfect condition; £395.—Hale Motors, Ltd. Tot. 7771-3.

AMERICAN FORD
SIMPSON'S offer
1954 Ford Crestline, overdrive, radio, heater, nylon seat covers, very low mileage.
1951 Ford Custom de luxe, 2-door, radio and heater, flashing signals.
1951 Ford shooting brake, 2-door, fitted with many other extras.
1940 Ford V.8 convertible, very clean, sound body.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8631/3805.

On all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Car Ltd. 61, West Rd., Brentford. Tel. Ealing 4506/9.

1949-50 Ford Custom saloon, this car has many extra extras including radio and heater, and is offered at £250; terms and exchange.—D. P. Wyatt, Ltd., 31-35, Fortune Green Rd., West Hampstead, London, N.W.6. Hampstead 6963.

VICTORIA Crestline, red and cream, whitewall tyres, Stratostar 1100 engine, small mileage, large sweeping over-riders, about 8-valve radio, Magacar heater and air conditioning, nylon lining and upholstery, covered green tarian seat covers, really immaculate.—Chasmod Motor Co., Ltd., main Ford dealers, Blandford 3456.

FORD Customline, 6-cyl. l.h.d., in nautical green, full de luxe, fitted radio, heater, elec. clock, etc.; fully automatic gear box; any inspection or examination welcomed; this vehicle cost new £2,335, first registered Oct. 1954; will exchange for smaller car, cash adjustment either way, or sell for cash.—Long-sight Motor Co. (Manchester), Ltd., 369, Bridge Rd., Manchester, 12. Tel. Ard. 5508.

AMERICAN Ford Cars Wanted
SIMPSON MOTORS (WEMBLEY), Ltd., the American Car Buyers, Wembley 8631/3903. (W4015/R)

FORD MISCELLANEOUS
CHARLES FOLLETT, Ltd., official Ford retailers.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.
SERVICE: Works & Stores—Barnsdale Yard, off Elgin Ave., 9.
CUNNINGHAM 5956. (C2010)

Ford Miscellaneous Cars Wanted
R ROWLAND SMITH'S, the Car Buyers.—Highest Cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041.
PRIVATELY owned Ford Prefect or Anglia.—5, Brae Court, Kingston Hill, Surrey. Tel. Hill 2768.
XXX Good Ford—200, Great Portland St., London, W.1. Tel. Langham 0012. (W2005)
IMMEDIATE cash, all makes of Ford wanted.—Highest prices paid by Measham, 368-370, Kensington High St., W.14. Western 9821. (6678)

Ford Spares and Service
NORMAND, Ltd.
MODERN equipment handled by a skilled staff ensures good service
NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. (0228)

ALLAN TAYLOR (MOTORS), Ltd.
HIGH St., Wandsworth, S.W.18.
MAIN Ford dealers.
LARGE stock of genuine Ford parts.
VANDYKE 4433 (5 lines). (0314/R)

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wandstead 2233), main Ford dealers, service and all spares. (04018/R)

WE have one of the biggest stocks of Enfo spares in the country from model A, V.8, V.D. types and tractor to the current models; Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Perdon Distributors, Ford House, New Rd. Dagenham, Rainham 770 (8 lines). Also 66, High St., East Ham, E.6. Grangewood 1136. (0786/R)

FRAZER NASH
1953 Frazer Nash, superb condition, suitable competition or fast touring, just completely overhauled, cost nearly £4,000; price £1,695.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6861. (C4036)

Frazer Nash Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Frazer Nash buyers.—Tel. Wembley 8631/3903. (W4015)
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

FRAZER NASH-B.M.W.
£245—Type 326 4-door saloon, hydraulic brakes, outstanding example.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. (C304)

AMERICAN Ford Cars Wanted
SIMPSON MOTORS (WEMBLEY), Ltd., the American Car Buyers, Wembley 8631/3903. (W4015/R)

FORD MISCELLANEOUS
CHARLES FOLLETT, Ltd., official Ford retailers.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.
SERVICE: Works & Stores—Barnsdale Yard, off Elgin Ave., 9.
CUNNINGHAM 5956. (C2010)

Ford Miscellaneous Cars Wanted
R ROWLAND SMITH'S, the Car Buyers.—Highest Cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041.
PRIVATELY owned Ford Prefect or Anglia.—5, Brae Court, Kingston Hill, Surrey. Tel. Hill 2768.
XXX Good Ford—200, Great Portland St., London, W.1. Tel. Langham 0012. (W2005)
IMMEDIATE cash, all makes of Ford wanted.—Highest prices paid by Measham, 368-370, Kensington High St., W.14. Western 9821. (6678)

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VANDYKE 4433 (5 lines). (0314/R)

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wandstead 2233), main Ford dealers, service and all spares. (04018/R)

WE have one of the biggest stocks of Enfo spares in the country from model A, V.8, V.D. types and tractor to the current models; Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Perdon Distributors, Ford House, New Rd. Dagenham, Rainham 770 (8 lines). Also 66, High St., East Ham, E.6. Grangewood 1136. (0786/R)

FRAZER NASH
1953 Frazer Nash, superb condition, suitable competition or fast touring, just completely overhauled, cost nearly £4,000; price £1,695.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6861. (C4036)

Frazer Nash Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Frazer Nash buyers.—Tel. Wembley 8631/3903. (W4015)
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

FRAZER NASH-B.M.W.
£245—Type 326 4-door saloon, hydraulic brakes, outstanding example.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. (C304)

325 gns.—Frazer Nash-B.M.W., 1958, type 326/90 drop head coupe, high compression engine, 3.7 gns.—Frazer Nash-B.M.W., late 1955, type 45 4-door saloon, ivory, grey leather, very good condition; terms, exchange; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

ROWLAND KENT (COACHBUILDERS), Ltd., offer 1939 326 B.M.W. drop head, property of our managing director, this car is in quite exceptional condition and hood is totally concealed when down, taxed year; £375.—Coal Wharf Rd., Shepherd's Bush 3231. (7018)

Frazer Nash-B.M.W. Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

HEALEY
CHEPSTEAD MOTORS Ltd., offer:—
111 March, 1953, F. type Tickford, one owner, works well maintained, all extras, specimen, maroon, as new.
CHEPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154.
BUYING? Selling? Performance 5424 are your best bet. Please scan age 38. (C3041)
A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, A. Welwyn 481-2-5. offer:—
1953 Healey Abbott coupe, F type, finished green, beige hood, H.M.V. radio, heater, many extras, low mileage, superb condition throughout; £1,050; maximum hire purchase terms available.
SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1953 355, High Rd., Wembley, Middlesex. Tel. Wembley 8422 and 3423.
BROOKLANDS—New Healey 4-seater saloons by Tickford, shop soiled, special price.
1953 Healey Abbott coupe, ex. condition.
1952 Healey 2.4-lit. Tickford saloon, radio.
1952 Healey Abbott coupe, radio, heater.
1952 Healey 3-litre convertible coupe, immaculate. Buy or sell with confidence, guarantee.
103 New Bond St., London, W.1. Mayfair 8351-6.
HEALEY Elliott saloon, 1948 B-type chassis, ivory hand red leather, excellent condition; offers: Elm 1278 weekdays after 5 p.m. or Box 1547. (6077)
1949 2.4-litre shooting brake, 9 B.G. with wood body, heater, excellent condition, carefully used, taxed year; £525.
KJ MOTORS, Ltd., Bromley, Rav. 3456. (7549)
1950 E-type Silverstone, special fixed head conversion, version exceptional condition, 100 mph plus taxed; £625.—Johnson & Brown, Ringers Rd., Bromley Ravensbourne 2322. (C2075)

1953 Hillman Minx convertible, coupe, maroon with upholstery to match, 22,000 miles only, extremely economical, one careful owner; 4990s or £104/9 deposit, balance 24 months.
HIRE-PURCHASE terms on the spot with no reference, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £800 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6.
RMalda Vale 6044 connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards).
RAYMOND WAY.
RAYMOND WAY, of Kilburn.
RAYMOND WAY, the hire-purchase specialists.

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Healey Cars Wanted
BARTLETT will pay more for good Healeys, all models, —27, Pembridge Villas, W.1. Bay. 0523. (W1015)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Healey buyers.—Tel. Wembley 8631/3903. (W4015)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

HILLMAN 10
RAYMOND WAY.
RAYMOND WAY, of Kilburn.
RAYMOND WAY, the hire-purchase specialists.

1953 Hillman Minx convertible, coupe, maroon with upholstery to match, 22,000 miles only, extremely economical, one careful owner; 4990s or £104/9 deposit, balance 24 months.
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RAYMOND WAY, the hire-purchase specialists.

1952 Hillman Minx Mark V saloon, 13,000 miles, heater; £570.—Kingston-on-Thames, Kingston 1001. (C1093)

1953-4 Hillman Minx convertible, Mark VII, heater; £645.
1953 Hillman Minx Mark VI saloon; £610.
KINGSTON-ON-THAMES, Kingston 1001. (C1093)

METROPOLITAN MOTORS:—
HILLMAN, Humber, Sunbeam-Talbot, Commer.</

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

1954 Hillman Minx Mark VII, black and red, under 2,000 miles, as new; £625.—Huckins, Ladbroke 1155. (C5027)
 1948 Hillman Minx Estate car, grey, good order, hydraulic brakes, steering column gear change; £375. Box 2925. (C5027)
 1947 Hillman Minx, excellent value; £295.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. (C4019)
 1952 Hillman Minx drop head coupe; £525.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. (C5025)
 1955 series Hillman Minx of de luxe saloon, 1,400 miles, immaculate; £665.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. (C5006)

£195 (11)—Undoubted bargain, 1945-6 10hp saloon, A.Z. Motors, 100, Palmerston Rd., N.W.8. May 1951. (C1011)
 1951 Hillman Phase IV, green with beige upholstery, immaculate condition; £475 o.n.o.—Fayreburn, Egley Rd., Woking, Tel. 2987. (C5025)
 £450 Minx Mk. IV 1949/50, heater, spot, green washers, new tyres, taxed, perfect.—McPherson, London, Cen. 8918 (day) Mil. 5491 (evening). (C5006)

1947 Hillman Minx saloon, grey, fitted loose covers, many extras; £550.—Vare Motors, 472, Archway Rd., Highgate N.6. Mountview 9359 and 530. (C4074)

1000 miles only; 1954 (Nov.) Hillman Minx convertible, black; this car is like new; £695.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. (C1076)
 1955 Minx, 2,000 miles, Seven blue/red, Underneath and windscreen washer, unmarked; £715.—W.R.A., Ltd., Newport Rd., Barnstaple, Tel. 3048. (C5025)

1953 Hillman Minx saloon, golden sand, 1954 Hillman Minx practically new condition; £565, terms and exchanges.—Northways Garage, Swiss Cottage, N.W.5. Primrose 1127. (C5026)

1954 Hillman Minx VII saloon, black, absolutely immaculate, as new, 3,000 miles; £625, terms available if required.—Fletcher, 126, Meadow Lane, Leeds, 1. Tel. 2662. (C5025)

1952 55 Hillman Mk. V drop head coupe, radio, heater, mid green/tawn, 26,000, one owner, superlative; £525.—Bruce France, 5A, Cromwell Rd., South Ken. Pl. 0518. (C5013)

KENTISH & THOMSON, Ltd., offer 1952 (December) K Hillman Minx saloon, black, one owner car, in excellent order throughout; £515.—564, Wickham Rd., Croydon. Tel. Springpark 3477. (C5047)

1939 Hillman 10hp saloon, clean car, in first-class order; £215 or £75 deposit, balance over 18 months, exchangers, insurance.—Tulse Hill Motors, Ltd., 28, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (C4071)

ROY'S AUTOMOBILES, Ltd., offer 1947 Hillman Minx saloon, leather, good; £295; trade enquiries welcomed; terms and exchanges.—127, Parkway, N.W.1. (nearest Tube, Camden Town Station). Euston 2700 and 8954. (C4071)

1951 Minx IV, heater, black red leather, taxed Dec., new tyres, 3,000 mls., new engine, brakes, refined, chauffeur maintained, immaculate throughout, selling on delivery new model; £475.—Bagshot 3079. (C5013)

1953 (Sept.) Hillman Minx saloon, black and red upholstery, heater, spot light, this car is in excellent condition, 27,000 miles, one careful owner; £545.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (C5013)

1952 Hillman Minx Mark V convertible, blue with red interior, beautiful condition, swivelling spot lamp on door, wing mirrors, heater, screen washers, five excellent tyres; £525.—Garage Service Co., Ltd., 1015, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. (C5019)

PRIDE & CLARKE, Ltd.—1954 Hillman Californian saloon, green/black, 3,000 miles, heater, one owner; £719; 1953, cream, black/red, 15,000 miles, heater; £649; 1954 Phase VII saloon, black/red, 6,000 miles; £619; 1954 Phase VI saloon, black/red, low mileage, choice 3, from £549; 1952, grey/brown, heater; £499; 1950, black/red; £439; 3 months' guarantee; terms, exchangers, lists.—Stockwell Rd., S.W.5. Brixton 6241. (C5006)

HILLMAN HUSKY

£625.—Hillman Husky, beige, red upholstery, recorded mileage 1,200 only, as new throughout. DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. (C1070)

1955 Hillman Husky, heater, works mileage; £645.—7, Boleyn Ave., Margate, Thanet 5141. (C7454)

1955 Hillman Husky, blue, 500 miles, taxed Recorder, nearest £650.—Bond, 8, Devonshire Rd., Harrow-in-Purpos. (C7582)

HILLMAN UTILITY

AN opportunity!—We offer two hand picked and rare cars, 12,000 miles, 1953 (Sept.) Hillman estate car, grey and green brown leather, spotless condition, one careful lady owner, £600; 8,000 miles, 1954 (Apr.) Hillman estate car, golden sand, red leather, an immaculate one owner car spare and tools under, £700.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (C5011)

HILLMAN CARS WANTED

R ROOTES, Ltd., D DISTRIBUTORS
 B REQUIRE modern low-mileage Hillman cars
 BIRMINGHAM—Lower Temple St. (Central 8411).
 M ANCHESTER—129, Deansgate (Blackfriars 6677).
 M ALDSTONE—(Aldstone 3333).
 M CANTERBURY—(Canterbury 3232).
 M WROTHAM HEATH—(Borough Green 4).
 R ROCHSTER—(Chatham 2231).
 R ROOTES, Ad. Devonshire House, Piccadilly, W.1. Tel. Grosvenor 4301. (C1008-9)
 E Ld. Grove Hill, Southsea, Portsmouth. Tel. 7940-9. (C1008-9)
 1950 Hillman Minx required—Greenways, 81 Alresford Rd., Winchester. (W1010)

Hillman Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Hillman.—Hamstead (Tube) N.W.3. Ham. 6041. (W4015/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Hillman buyers.—Tel. Wembley 8691/3905. (W4015/R)

ALMOST new Hillman required immediately.—54, A Streatham Hill, S.W.2. Tulse Hill 2676. (W5016/R)

WHY accept less for your Hillman Minx saloon or estate car when you can get its full market value from FERRARIS OF CRICKLEWOOD, Ltd., 200/220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. (W2008/R)

IMMEDIATE cash; all makes of Hillman wanted.—Highest prices given by Measham, 368-370, Kensington High St., W.14. Western 5621. (C6679/R)

NOTTINGHAMSHIRE distributors, Humber Hillman always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co., Ltd. Parliament St., Nottingham. Tel. 46591. (C5521/R)

Hillman Spares and Service

NORMAND, Ltd., MODERN equipment handled by a skilled staff ensures good service.
 NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. (C1027/R)

LONDON & COUNTIES MOTOR MART, Ltd., HILLMAN repair specialists (30 years), well-equipped works servicing, rebodying and complete overhauls; spare parts stocked.—79-81, New King's Rd., Fulham, S.W.6. Renown 1185. (C0676/R)

REALLY good H.R.G. wanted, Cobb, 30, Harley House, London, N.W.1. (W1006/R)

GOOD H.R.G. required immediately.—G. Edwards, Amersbury Lane, Harpenden, Herts. (W2000/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hamstead (Tube) N.W.3. Ham. 6041. (W4013/R)

H.R.G. Spares and Service

CHARLES POLLETT, Ltd., have a large stock of SHOWROOMS: 19, Berkeley St., W.1. Mayfair 6266. SPARF parts. (C0594/R)

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5356-7-8. (C0594/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Hudson buyers. Wembley 8691/3905. (W4015/R)

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.
 A FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. RS 2974-5. (C0861/R)

HUDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 5621. First-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. (C0665/R)

HUMBER

W HAROLD PERRY, Ltd., Ford Main Dealers, 279, W. Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer: (C3042/R)

1953 Humber Hawk saloon, grey red leather, heater, excellent condition; £715. C. L. L. Ltd., W. Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. (C3042/R)

BOON & PORTER, Ltd., 1952 Hawk (Sept.) saloon, black, unscratched, 13,000 miles, £525. (C1022/R)

CASTELNAU, S.W.13. (Hammersmith Bdg.) Riv. 4444. (C1022/R)

AUTOMOBILIA, Ltd., offer:—1952 (Sept.) Humber Super Snipe 4-door de luxe saloon, steel grey, grey leather, heater, fog lamp, one owner, low mileage, exceptional condition; £595.—Automobilia Ltd., Pipbrook Garage, Dorking 4504. (C1099/R)

METROPOLITAN MOTORS:—HILLMAN, Humber, Sunbeam-Talbot Commer.
 1953 Humber Hawk, fitted heater, etc., one owner, beech green, taxed, superb condition, choice of two; £765.—Metropolitan Motors, Horn Lane, Acton, W.5. Acton 5064. (C3080/R)

H BEART & Co., Ltd., offer:—1951 (model) Humber Mark III Super Snipe saloon, fitted heater and radio; outstanding value at £495.—102, London Rd., Kingston-on-Thames, Kingston 3548. (C1061/R)

TOM GARNER, LIMITED, offer:—1953 Series Humber Super Snipe Mark IV saloon, sun., heater, 10,000 miles; £595. (C595/R)

1951 Humber Imperial Mark III 7-passenger saloon, dark green, 5,000 miles only; £1,335. Humber Hawk Mark VI saloon, sunmetal, overdrive, 10,000 miles; £595. (C595/R)

TOM GARNER, Limited, 10-12, Peter St., Manchester, 2. Blackfriars 5265-7. (C2020/R)

CLANFIELD LAWRENCE offer:—1952 Humber Hawk saloon, black, heater, 2 owners, exceptionally nice throughout; £599.—407, High Rd., N.12. Finchley 0081. (C2053/R)

ZENITH MOTOR Co., Ltd., offer:—HUMBER Super Snipe Tickford convertible, 1949, black beige interior, radio, heater, new tyres and hood, chauffeur driven, one tired owner since new, an exceptional car; £535.—Stoney Green 4285 (10 lines), 581, Commercial Rd., London, E.1. (C7396/R)

PETER BANTOCK CAR SALES offer:—1951 Humber Hawk Mark IV, black with red leather, in excellent condition; £525.—104, High Rd., Chiswick 2725/5070. (C1014/R)

HUMBER Snipe, reg. May, 1949, restyled and in good cond.; £295.—H.L. 2297. (C7576/R)

HUMBER

WARWICK WRIGHT, Ltd., offer:—1953 Humber Hawk Mark V saloon, black with tawn leather, fitted heater, 21,000 miles; £725. (C5027/R)

1952 Humber Super Snipe Mark III saloon, steel grey with grey leather, 4,000 miles; £765. (W4015/R)

1952 Humber Hawk Mark VI saloon (with overdrive), black with red leather, fitted radio and heater, 1,000 miles; £1,050. (C5027/R)

1954 Humber Super Snipe Mark IV saloon, black with tawn leather, fitted heater, 15,000 miles; £1,075. (C5027/R)

1953 (December) Humber Super Snipe Mark IV saloon, black with red leather, fitted radio and heater, 14,000 miles; £995. (C5027/R)

1953 Humber Super Snipe Mark IV saloon (left-hand drive), grey with red leather, fitted radio, 7,000 miles; £775. (C5027/R)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9161. (C4045/R)

HENDON CENTRAL GARAGE, Ltd., offer:—1953 Humber Hawk saloon, fitted radio, heater, seat covers, 15,000 miles, one owner, unblemished; £750. (C5027/R)

1952 Humber Hawk saloon, radio, heater, low mileage, exceptional condition; £625. (C5027/R)

1951 Humber Hawk saloon, radio, heater, taxed, one owner; £555. (C5027/R)

1950 Humber Snipe saloon fitted heater and in exceptional condition throughout; £450. Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. (C2034/R)

H. A. SAUNDERS, Ltd., Golders Green, offer:—1949 Humber Mark 2, Super Snipe sunshine saloon, black/brown tawn, one owner, beautifully maintained, highly recommended; £355. (C4004/R)

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). (C4004/R)

D. J. SHEPHERD & CO (ENFIELD), Ltd., offer:—1953 Humber Hawk, black, red leather interior, small mileage, immaculate condition throughout; £750.—D. J. Shepherd & Co. (Enfield), Ltd. 436, Hertford Rd., Enfield. Howard 1631. (C4009/R)

£498.—Humber Hawk 1949 saloon, 14hp, superb; many others.
 BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yrs. Holland Park Tube). Exchanges, h.p. (C1017/R)

HUMBER Super Snipe saloon with division (April, 1951) fitted black leather heater, taxed, one owner; £555. (C1017/R)

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). (C4022/R)

1953 Humber S/Snipe saloon, black, heater, immaculate condition; £895. (C5027/R)

1950 Humber Imperial 7-8-seater, black, heater, exceptional car; £995. (C5027/R)

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. (C2023/R)

HARLES 1927 HP Grand New 1954 Bearer or Deck bodies. Brochure Available 21200. Ld. 486-490. Station Approach Kew Gardens Richmond 1161. (C5027/R)

Q ALPE & SAUNDERS (Coachbuilders) Ltd. (C5027/R)

1953 Humber Hawk, black, fitted with radio, heater and seat covers, 17,000 miles only; £695. (C5027/R)

HAMILTON MOTORS (LONDON), Ltd., 486-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). (C5027/R)

CAMDEN MOTORS, the limousine specialists, offer the following Humber Pullmans and Imperials:—R AZOR-EDGE models. (C5027/R)

1948 Humber Pullman limousine, definitely one of the best we have ever handled, coachwork and interior compare favourably with a 1954 car, one very careful owner, bills for servicing and maintaining by Rootes agents, heater, Ace Rimbellishers, passlights; £695. (C5027/R)

1947 Humber Pullman limousine, two owners, coachwork just recoloured and new tyres fitted all round; £545. (C5027/R)

1946 Humber Pullman limousine, another genuine one-owner car, faultlessly maintained and in very fine order throughout; £495. (C5027/R)

1951 (registered) Humber Pullman limousine, just fitted reconditioned engine and all new tyres, a very good specimen; £475. (C5027/R)

MARK II series.
 1949 Humber Pullman limousine, original black finish, carefully used; £795. (C5027/R)

1950 Humber Pullman limousine in leather throughout, outstanding condition; £895. (C5027/R)

1950 Humber Pullman limousine, standard upholstery, radio and heater, somewhat higher mileage than above; £995. (C5027/R)

MARK III series.
 1951 Humber Pullman limousine in leather throughout, unblemished inside and out, Ace Rimbellishers, heater, windscreen washers; £1,195. (C5027/R)

1952 Humber Imperial, leather throughout, excellent black finish, one owner; £1,195. (C5027/R)

1952 Humber Pullman limousine, taxed privately and just overhauled fully by Rootes agents; £1,375. (C5027/R)

1952 Humber Pullman limousine, standard type upholstery, radio and heater, two owners; £1,395. (C5027/R)

1952 Humber Pullman limousine, another one-owner car, leather upholstery throughout, immaculate order; £1,495. (C5027/R)

1953 Humber Pullman limousine, March delivery, heater, radio, Ace Rimbellishers, one owner, taxed privately; £1,595. (C5027/R)

MARK IV series.
 1953 Humber Pullman limousine, late registration, ohv engine, heater, radio, seat covers, £1,725. (C5027/R)

1954 Humber Pullman limousine, ohv engine, one private owner, virtually as new; £1,150. (C5027/R)

CAMDEN MOTORS, the limousine specialists, Leighton Buzzard 2041.—Write for special hire-car catalogue: showrooms open until 3 p.m. (C1055/R)

1940 Humber 16 saloon, equipped; £225, payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. (C5029/R)

1952 Humber Super Snipe, bronze/red, one owner, 9,000 careful miles, faultless; £625.—John Trice, Ltd., Escher 1234. (C0686/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

1954 Humber Hawk saloons, choice of 2, colour black/red upholstery, low mileage, one owner; from £775.—Below.

1953 Humber Hawk saloons, choice of two, black/tan and blue/red, low mileage, one owner; from £695.—Below.

RAY FOWELL Ltd., 392-4, Eastern Ave., Ilford, Essex. [C539]

1951 Humber Super Snipe saloon, one owner, excellent throughout; £595: 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Harnsey, Mountview 5228 and 5774. [C4054]

1949 Humber Super Snipe, green, leather, heater, one owner, carefully used; £375.—Campbell Symonds, Wembley 6262. [C1037]

£235.—1938 Humber 16 with division, immaculate condition throughout, terms.—Autosales, 5, Balham High Rd., Balham 1509. [C1009]

£595.—1952 Humber Hawk saloon, black, beige leather upholstery, recorded mileage 30,000, fitted heater, taxed in excellent condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. [C1070]

1955 model Humber Hawk, ohv, genuine 6,000 miles, heater, overdrive, taxed, unmarked; £950.—Hailey Garage, Hoddeston, Herts. 2767. [C1276]

1953 Humber Hawk saloon, black, immaculate condition, one owner, taxed year; £695.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. Woking 2257. [C1078]

1950 Humber Super Snipe saloon, excellent condition, black, blue, heater, overdrive, taxed, unmarked; £550.—Riverdale 6677-H. [C2043]

1949 Humber Super Snipe, black, brown leather, modernist, immaculate; £350.—Silverthorne Motors, Ltd., 11, Fitzroy Square, W.1. Euston 7811. [C4011]

Super Snipe, excellent throughout, undoubted value; £375!!!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. Open all day Saturday. [C5057]

ROSE & YOUNG, Ltd.—1953 Humber Hawk, one owner, heater; £695.—65/69, Starnold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). [C5057]

1954 Humber Hawk grey, red upholstery, fitted heater, 12,000 miles, one owner; £775.—R. C. Wimbush, Ltd., 512, Ears Court Rd., S.W.5. Fremantle 8401. [C4056]

CASS'S MOTOR MART.—1951 Humber Super Snipe saloon, black, unblemished R.H. genuine 33,000 miles, one owner, £265, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040]

HUMBER Hawk saloon, light gun, red leather, latest model Mark VI, 16hp ohv engine, overdrive fitted (£64 extra), first registered June, 1954, one owner, 4,000 miles only; £525, a saving of £140 off list price.

HUMBER Hawk saloon, light gun, red leather, Mark VI model, 16hp ohv engine, first registered May, 1954, 6,000 miles only, H.M.V. de luxe radio (£50 extra) fitted, also Ace Rimbellishers, Trico screenwash; £525, a saving of £240 off list price, late owner changed for new Mark VI Hawk: three months' guarantee on both cars.

McKINNON MOTORS, Ltd., "Langham House," 3, M. Stafford Rd., Wallington, Surrey. Established 1908. Main Humber Agents for over 40 years. Tel. Wallington 3604. [C5057]

ROSE & YOUNG, Ltd., offer:—1952 Humber Super Snipe, low mileage, fitted heater, beautifully clean car, grey; £575.—65/69, Starnold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). [C5057]

1952 series Humber Imperial saloon, Thrupp & Maberly body, heater, H.M.V. radio, loose covers, one owner from new, 15,000 miles only, spare unused, taxed for the year; £1,250.—Ireland's Garage, Ltd., Parkfield Rd., Wolverhampton. [C7379]

£365.—Humber Hawk, 1949, black with beige upholstery, sun roof, in first-class condition; terms, exchangeable; 120, West Hill, 31-33, Fortnum Green Rd., West Hampstead, London, N.W.6. Hampstead 8998. [C4084]

HUMBER Super Snipe, 1952, a beautiful black, low mileage saloon, red radio, heater, overdrive, twin flamethrower spotlamps, rim embellishers, overdrives, Ace chromium number plate, specimen car, one owner from new, 15,000 miles only, spare unused, taxed for the year; £1,250.—Ireland's Garage, Ltd., Parkfield Rd., Wolverhampton. [C7379]

HUMBER Pullman limousine, Phase III first reg. Oct. 1950, one private owner and chauffeur maintained, 12,000 miles only, fitted heaters front and rear and 270 radio with arm rest control, the whole car is in a condition indistinguishable from new and must be the finest Pullman ever offered for sale; £1,225.—Castle's, Church Gate, Leicester 6551. [C7004]

A&S Limousines—Twenty Pullmans, 1952/1947, in first-class condition, keen prices, certified mechanically, fullest details posted.

LIMOUSINE, 1952, Mark III, heater, radio, mileage 17,000, leather throughout, meticulously maintained, immaculate; £1,345.

LIMOUSINE, late 1951 also 1952 Mark III, leather throughout (tailored loose covers), radio, heater, genuine low mileages, private owners, 1952 selection from £1,255.

LIMOUSINE, 1952 Mark III, partition, leather throughout, heater, radio, privately owned, mileage 26,000. £1,270.

LIMOUSINE, partitioned Imperial, leather throughout, 7-forward, radio, heater, mileage 19,860, new condition. £1,095.

7-PASSENGER 1950 Imperial black Saloon, leather, heater, privately owned, reasonable mileage, opportunity. £895.

LIMOUSINE 1950 Pullman's, leather also cloth, radio, heater, selected private carriages, reasonable mileages, from £925.

LIMOUSINE, 1949 New Look Pullmans, partition, 7 forward, heater, price, heater, radio, excellent throughout, from £825.

LIMOUSINE, 1948 Mitred Edg. partition genuine 23,000, original private owner, delightful condition, bargain value.

LIMOUSINES, desirable condition, mitred edge 1946/47 Pullmans, partition, 7-forward, certified mechanically. £825.

SEEN displayed at Showrooms and Head Office, Providence Court, North Audley St. Alpe & Saunders Ltd. Mayfair-22. [C1006]

Humber Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd. the Humber buyers.—Tel. Wembley 8691/3903. [W4015]

Humber Cars Wanted

R. ROOTES, Ltd.,

DISTRIBUTORS

REQUIRE modern low-mileage Humber cars

BIRMINGHAM.—Lower Temple St (Central 8411.)

ROCHESTER.—(Chatham 231)

WROTHAM HEATH.—(Borough Green 4)

MAIDSTONE.—(Maidstone 3333)

MANCHESTER.—129, Faccagate (Blackfriars 6677.)

CANTERBURY.—(Canterbury 3232.)

R. ROOTES, Ltd., Devonshire House Piccadilly W.1. Tel. Grosvenor 5401. [C1016/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tulse) N.W.3 Ham. 6041. [W4018/R]

ALMOST new Humber required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

TOP prices paid for 1949 onwards Pullman limousines and Imperials.—Woodall Nicholson Ltd., Well Lane, Halifax. Tel. 4291. [C1039/R]

PULLMAN Limousines, 1953/54 urgently required, details please, Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-241. [C1006]

CRIPPS of Nottingham urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co. Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [C1053/R]

Humber Spares and Service

THE Humber specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [C101]

JAGUAR

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House 385 Euston Rd., N.W.1. (Euston 4444)

DEPOTS at:—

MANCHESTER (Blackfriars 7845).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUSLOW (Houslow 3454).

FINCHLEY (Finchley 0081).

GREY West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Guliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [C1027/R]

BENTALLS Ltd.

1951 Jaguar XK120, cream; £775.

1950 Jaguar Mark V 3½-litre, black, tan upholstery, heater; £665. [C1095]

KINGSTON-ON-THAMES, Kingston 1001.

CAR MART, Ltd.

1953/54 Jaguar XK120 drop head coupe, heater, grey with red upholstery; £1,000.—Car Mart, Ltd., 37, Davies St., Grosvenor Square, W.1. Mayfair 5011. [C1039]

SAUL & SLATTER, Ltd.

1954 (July) Jaguar XK120 2-seater, 2,600 miles only, cream with red upholstery, special equipment, untraced, as new; £1,350.

1953 Jaguar Mark VII saloon, grey with red upholstery, heater, radio; £1,095.

44, Alderman's Hill, Palmers Green, N.15. Palmers Green 3631/2. [C4002]

BOON & PORTER, Ltd.

Series Mark VII saloon, pastel blue, 13,000 miles, almost unmarked; £1,145.

1949 Mark V saloon, used for pleasure by two-car owner; £545.

CASTELNAU, 8, W.13 (Hammersmith Edg.), Riv. 4444. [C1022]

GREAT WESTERN MOTORS.

OFFICIALLY appointed Jaguar dealers.

1954 Mark VII, black, red hide, excellent condition, radio, low mileages, one owner; £1,215.

1953 Mark VII, black, brown hide, one owner, radio, low mileages; £965.

1953 XK120 fixed head coupe, ivory, red hide, one extremely fastidious owner, as new; £1,125.

1952 Mark VII, metallic grey, grey hide, one owner, excellent condition; £995.

1952 Mark VII, battleship grey and red, radio, one owner, chauffeur maintained; £910.

1952 Mark VII, two shades metallic blue, blue hide, radio, loose covers, one owner, extremely attractive car; £920.

All the above cars have been carefully fitted in our own workshops and are above average in condition.

4-6-8, Bishopbridge Rd., W.2. Ambassador 1061. [C7645]

CAMDEN MOTORS for Jaguars, see our display advert. on page 39 this issue. [C1055]

1953 (Oct.) Jaguar Mark VII, black, spotless, wireless; £1,050.—Cranmore, Potters Bar 2040

JAGUAR

TOLWORTH MOTORS, Ltd.

1955 model Mark VII M, overdrive, 2,000 miles, as new; £1,455.

1953 XK120 fixed head, low mileage, radio, special equipment, wire wheels, etc., one owner; £1,165.—Kingsdon By-Pass, Tolworth. Elmbridge 2254-5. [C4081]

H. BEART & Co., Ltd., offer:—

1953 (September) Jaguar Mark VII saloon, black with red upholstery, one owner, low mileage and superbly maintained; £1,095.

1953 (November) XK120 2-seater, black with brown upholstery, low mileage, and in immaculate order throughout; outstanding value at £995.—102, London Rd., Kingston-on-Thames, Kingston 3349. [C1061]

B. J. HUNTER, Ltd., offer:—

1950 Jaguar Mark V saloon, one owner, superb condition; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2 Tel. Gladstone 6303. [C2040]

H.W. MOTORS, Ltd., offer:—

1953 Jaguar Mark VII, black/green upholstery, fitted heater, new Whitwall tyres, 15,000 miles; £1,050.—Bridge Motor Works, Walton-on-Thames, 2404-5-6. [C2042]

ROSE & YOUNG, Ltd., offer:—

1954 XK120 sports, 4,000 miles, fitted C-type engine, wire wheels, large bore carburetors, exceptional car, ivory; £1,095.

1953 (November) Jaguar Mark VII saloon, 15,000 miles, fitted latest H.M.V. radio, exceptional condition, battleship grey with red leather; £1,025.

1953 Jaguar Mark VII saloon, 11,000 miles only, one owner, as new, spare unused, black; £1,025.

1951 XK120 fixed head coupe, beautiful condition, two owners since new, birch grey; £750.—65-69, Starnold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057]

HOFFMANN'S of Leicester, Ltd.,

JAGUAR Retail Dealers.

THE new Jaguar Mark VII M type saloon is available for demonstration and inspection at your convenience. This beautiful motor car is available in a wide range of attractive colour schemes; fitted with overdrive, price £1,079/17/6.

SPECIALISTS in Jaguar Sales and Service.

THE following cars are offered subject to being undriven:

JAGUAR.—1955 Mark VII type M saloon with overdrive, black with tan upholstery, genuine mileage 2,100, immediate delivery; price £1,560.

JAGUAR.—1954 model Mark VII saloon, 20,400 miles, dove grey with tan interior, fitted radio, in excellent condition throughout, price £1,225.

JAGUAR.—1954 model XK120 fixed head coupe, suede green with green interior, 7,200 miles, fitted H.M.V. radio, loose covers, screen washers and Michelin X tyres, a carefully maintained motor car since new; price £1,325.

JAGUAR.—1954 XK120 drop head coupe, British racing green with green interior, fitted radio, Michelin X tyres, black hood, a beautiful car for the specialist; price £1,325.

HOFFMANN'S of Leicester, Ltd.,

PROUD members of the Swain Group.

THE car you want—the Swain Group can locate and deliver.

31, London Road.

LEICESTER.

TELE. Sales 6751/5. Service 78669. [C7557]

PHILIP RICKARDS, Ltd., offer:—

1954 Jaguar Mk VII saloon, battleship grey, radio, 15,000 miles, part exchange deferred terms.

4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051]

CHIPSTEAD MOTORS, Ltd., offer:—

160 mph C-type racing 2-seater, late 1953, works maintained.

Hard-top XK120, repd. May, 1953, black, red leather, new tyres, heater, windscreen washers, low mileage, unmarked.

XK120, 1951, one owner, ivory, red leather, modified, unmarked. £775.

6.5.100 1941 2½, sports 2-seater, mileage reputed only 36,000 dual exhausts, tyres unmarked, maroon, red leather, flashing indicators, stone guards, specimen. £445.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154. [C1046]

DUNCAN HAMILTON & Co. offer:—

1953 XK120 hardtop, suede green with green interior, 8 to 1 compression, high-lift cams, wire wheels, one owner; £1,165.

1951 Mark VII saloon, blue with grey interior, fitted heater, excellent order throughout; £775; part exchanges welcomed.—83, High Rd., Wythe, Surrey. Tel. night or day 3101. [C1091]

PETER BANTOCK CAR SALES offer:—

1951-2 Jaguar Mark VII, genuine 25,000 miles only, fitted radio, loose covers, screen washers, a well maintained motor car in exceptional condition; £850.—104, High Rd., Chiswick 2725/5870. [C1014]

GUY SALMON AUTOMOBILES, offer:—

1951 Jaguar Mark V 3½-litre saloon, black/immaculate beige leather, genuine mileage, superb condition throughout, truly a car for the connoisseur; £795.

Jaguar XK120 sports 2-seater, 21,000 miles only from new, extremely good example of this famous model; £735.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-5. [C4061]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

BROOKLANDS: Jaguar appointed retailers.

1954 Jaguar Mark VI saloon, overdrive, 4,000 m.

1952 Jaguar XK120 2-seater, immaculate.

BUY or sell with confidence: cars purchased for cash.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029]

DENHAM GARAGES (ESHER), Ltd., offer:— [C1029]

1952 Mark VII Jaguar saloon, superb condition throughout. £955.

DENHAM GARAGE (ESHER), Ltd., tel. 3520

1952 Super, Surrey. [C1100]

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1954 one-owner Jaguar XK120 drop head coupe, mileage 6,600, many extras, new condition, £1,265.

1 don, S.W.1. Speedwell 0011 (ten lines). [C2036]

LEONARD WILLIAMS & Co., Ltd., offer:—

1954 (Sept.) Jaguar Mark VII in grey with overdrive, one owner, 7,900 miles only. £1,350.

1954 Jaguar Mark VII saloon in black with red leather and equipped with radio, heater, trim rings, wing mirrors, one owner, only 11,000 miles, a magnificent car, beautifully maintained. £1,225.

LEONARD WILLIAMS & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middx. Ealing 3400. [C1029]

MOTORWORK (CHALFONT), Ltd., offer:—

1951 Mark V saloon, battleship grey, red upholstery, Motorola, immaculate; £675.—Gerrards Cross 2051. [C1029]

H. A. SAUNDERS, Ltd., Golders Green, offer:— [C1029]

1948 Jaguar 1½-litre sunshine special equipment saloon, air conditioned, heater, grey/grey upholstery, beautifully maintained, highly recommended. £400.

USTIN House, 140-144, Golders Green Rd., Golders A Green, N.W.11. Speedwell 0011 (ten lines). [C1029]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1955 Jaguar Mark VII saloon, colour black and grey leather, fitted with radio, one owner. £1,075.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's, Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907-6-4. [C1029]

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

A VIRTUALLY new XK120 drop head coupe, finished in battleship grey with red upholstery, 4,500 miles, H.M.V. de luxe radio, twin speakers, twin spot lights and mirrors, rubber matting also new, first registered 20-5-54, one of our finest cars.

HEAD Office, 232 Kensington High St., W.14. Western 0207. [C1029]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:— [C1029]

CHOICE of two 1953 Mark VII Jaguar saloons, black with brown interior, excellent condition throughout, from £1,150.—D. J. Shepherd & Co. (Enfield), Ltd., 450, Hertford Rd., Enfield, Howard 1631. [C1029]

MARK VII 1953, black, tan leather, choice of two from £1,025.

KJ MOTORS, Ltd., Bromley, Rav. 3456. [C1029]

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1952 Jaguar Mark VII saloon, finished silver grey, red leather radio, screen washers, immaculate condition; £895; maximum hire purchase terms available. [C1001]

£395—Jaguar 1½-litre 1947 saloon, one owner, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 3066-7, (50 yds Holland Park Tube.) Exchanges, h.p. [C1017]

1939 Jaguar 3½-litre saloon, just reconditioned, privately owned. £220.—Rothwell, 9, Collingwood St., S.W.5. [C1017]

BARTLETT—Jaguar 1952 Series XK120 2-seater, exceptional condition; £350.—27, Pembridge Villas, W.11. [C1015]

1949 Mark V Jaguar 2½-litre, radio, heater, reconditioned engine, black with red leather. £495; also.

1949 3½-litre, one owner, radio, heater, black with brown leather. £365.

PROSEVOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13, Tel. Ardwick 2950. [C1029]

1952 Jaguar Mark VII saloon, black, tan hide upholstery, usual extras, first registered September, immaculate. £395.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774 and Bottomgate, Blackburn 5094. [C1029]

1953 Mark VII saloon, grey, radio, perfect car, £1,175.—Dorking Motor Co., Ltd., Dorking 2254. [C1029]

1948 (Aug.) Jaguar 3½-litre saloon, black, hide upholstery, an enthusiast's car, with multitudinous extras. £450.

H. K. NUNN & Co., Ltd.

282 Bury New Rd., Manchester, 7. Tel. Broughton 2207. [C1029]

1953 Jaguar Mark VII saloon, black/red, radio, heater, 14,000 miles, as new.—Salmons Garages, Ltd., Temple Bar 3359. [C1029]

1948 3½-litre Jaguar 4-door black saloon, fitted with radio and heater, in beautiful condition throughout, terms and exchanges. £375.

STARNES MOTORS, 108, The Broadway, Crickwood, N.W.2. Tel. Gladstone 2480 or 0288. [C1029]

£975—1952 Mark VII Jaguar saloon, also 1947 Jaguar 1½-litre saloon; £445.—Autowork, Ltd., Southgate Street, Winchester. Tel. Winchester 4965. [C1010]

HILLWOOD MOTORS—Jaguar Mk. V saloon, black, brown hide upholstery, built-in radio and heater, beautifully kept, one owner; £645.—Mill Hill (London) 4232. [C1029]

1951 Jaguar 3½-litre, Mark V saloon, black, excellent condition; £395; exchanges, terms. [C1029]

Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C1030]

JAGUAR

BUYING? Selling? Performance Cars are your best bet. Please scan page 58. [C3041]

1951 Jaguar XK120, light biscuit, heater, seat covers; £855.—Odeon Motors, Ltd., Barnet 1144. [C3028]

BEARTS OF KINGTON, Jaguar specialists, spares, repairs.—102, London Rd., Kington, Tel. Kin. 3248. [C1001/R]

LAMBS OF WOOD GREEN for Jaguars, London's largest stockists of used Jaguars, over 20 in stock, every one beautiful, hand picked and overhauled.—Below.

£935!!! 1952-3 Jaguar Mark VIII de luxe saloon, magnificent specimen, the finest we have had. Below.

£775!!! 1951 Jaguar XK120 sports 2-seater, beautiful condition; choice also 1952 model. Below.

£666!!! 1951 Jaguar Mark V de luxe saloon, beautiful condition, 2 colours; bargain price. Below.

£444!!! 1948 Jaguar 3½ de luxe saloon, only two owners, 24,000 miles, specimen car.—Below.

£444!!! 1947 Jaguar 1½ de luxe saloon, grey with grey leather; choice 2.—Below.

£295!!! 1939 Jaguar 1½ de luxe saloon, excellent condition throughout.—Below.

£285!!! 1939 Jaguar 1½ de luxe saloon, special economy carburettor, looks like post-war car.—Below.

£275!!! 1938 Jaguar 2½ drop head coupe, beautiful car; bargain price.—Below.

£185!!! 1936 Jaguar S.S. II de luxe saloon, carefully used, exceptionally fine condition; 3 months guarantee; hire purchase, exchanges. Below.

LAMBS OF WOOD GREEN, 102, London Rd., Kington, 1421-423, High Rd., Finchley, N.12 (East Finchley Underground), Finchley 6221. [C3052]

JAGUAR 1939 3½-litre drop head coupe, excellent condition, retaining original heater, chrome, wireless and covers, owner going overseas.—Tel. Melbourne Green 269.

1955 model Jaguar Mark VII type M saloon, radio, covers, etc. 950 miles only; attractive prices.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C1028]

1951 terrier, fitted radio, superb condition throughout; £795.—Weybridge Automobiles, Ltd., Queen's Rd., Weybridge, Tel. Weybridge 353. [C1028]

£189—1940 Jaguar 1½-litre sports saloon, mechanically good condition.—G. P. (Batham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Batt. 11024-3. [C3024]

1954 Jaguar Mark VII (October), as new, 1,000 miles.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4070. [C1029]

1952 (Sept.) Jaguar Mark VII saloon, colour blue, in lovely condition throughout, 22,000 miles, new tyres; £795; exchanges or terms to suit buyers. Epps Bros., Farnborough (Kent) 2244. [C1029]

1954 Jaguar XK120 drop head coupe, 9,000 miles, excellent condition throughout; £1,225.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [C3006]

JAGUAR Mark VII 1954, black, brown leather, all extras, 9,000 miles; £695.—Clay's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050]

1954 Jaguar Mk VII saloon, suede green with green upholstery, heater, overdrive, indistinguishable from new; £1,375.—Castleton Motors, Ltd., Rochdale, Castleton 5721. [C1050]

1947 Jaguar 1½ saloon, special equipment, radio, black leather, new reconditioned engine, splendid condition throughout; £465; written guarantee, terms, exchanges, trade enquiries welcomed.

ARNOLD SIMMONDS, 307-401, High Rd., East H. Finchley, N.2. Finchley 052-53-54 anytime. [C3065]

A REA dealers, new and used models always in stock. A spare parts service.—Bottomgate Motors, Ltd., Bolton Rd., Darwen (774) and Bottomgate, Blackburn (5094). [C1042]

XK120, very fast, all modifications to engine, 1942, brakes, suspension, etc., never raced or crashed, detachable hard top, numerous extras, full details on request. [C1042]

1951 in pale blue with Vynide hood in maroon, mileage 21,000 (clock shows 11,000). £275.—Servis Garage, Llandudno, Rhos-on-Sea, Tel. 44430. [C580]

XK120 Jaguar 1952, fully modified engine and suspension, immaculate red coachwork, new hood and sidescrims, 5 good tyres; £245.—Onslow, 26, Emperors Gate, S.W.7. Fremantle 4070. [C1042]

1948 model Jaguar 1½-litre saloon, green with green hide upholstery in very nice order throughout only; £425.—Rhind's (Motors), Ltd., 120, Finney Lane, Heald Green, Cheshire, Tel. Gatley 3514. [C1042]

1954 Jaguar XK120 drop head coupe, low mileage, a magnificent motor car, reasonable offer accepted, H.P. could be arranged. [C1042]

1953 Jaguar Mark VII saloon, summat with red leather, heater and radio, 1,050; in perfect class condition; good offer for your present car in exchange; h.p. terms; written guarantee.—Herbert Robinson, Ltd., Cambridge. Tel. 4451. [C1042]

JACK ROSE, Ltd., offer 1952 model XK120, in silver, very, most attractive inside and out; open to any examination; £795.—Stafford Rd., Wallington, Surrey, Wallington 6677. Also High St., Banstead. Bury Heath 2376. [C1042]

XXX 1952 Jaguar Mark VII saloon, black with brown leather and loose covers, sliding roof, heater, H.M.V. radio, an outstanding and immaculate one-owner car, written guarantee; £325; terms, exchanges.—H. P. Edwards, 200, Great Portland St., London, W.1. Tel. Leinster 3451. [C3053]

1954 Jaguar Mark VII saloon, pastel blue, carefully driven and maintained, coachwork and interior in first-class condition; heater, Rimblishers, screenwashers fitted. £1,175; h.p. arrangement available.—Express Motor & Body Works, Ltd., 262, Belgrave Gate, Leicester. Granby 1461. [C1042]

A Mark VII Jaguar, engine brought up to M type standard, green with beige leather upholstery, April delivery, 11,000, master and radio, 1,050; in perfect condition, special dual exhaust, radio, Ace Rimblishers, Michellia X tyres as new £1,250.—Appleton She. 7591. [C1042]

JAGUAR

FOR sale, Mark VII Jaguar, fawn, green upholstery, new August 1954, carefully driven, mileage 7,000; £1,500, or reasonable offer for quick sale.—Apply Box 2653 or Tel. Gat-ay 3245. [C1028]

ROY'S AUTOMOBILES, Ltd., offer:—1947 Jaguar 2½-litre sports saloon, performance and condition unquestionably excellent, many extras including discs; £365; also 1950 Mark V saloon, good, £550; trade enquiries welcomed; terms and exchanges.—127, Parkway, N.W.1 (nearest Tube, Camden Town Station), Euston 2700 and 6894. [C3059]

4500 miles only.—1954 (May) Jaguar Mark VII saloon with overdrive, fitted heater, screen washers, loose covers, grey with chromium, fawn leather, immaculate one-owner car, outstanding appearance, thoroughly recommended; offered at the attractive price of £1,355; written guarantee, terms, exchanges.—H. P. Edwards, 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C3001]

Jaguar Cars Wanted

R ROWLAND SMITH S. the Car Buyers.—Highest cash price for Jaguar.—Hamstead (Tube), N.W.3. Ham 6041. [C3018/R]

BENTALLS, Ltd.

WE are interested in the purchase of Jaguar cars.—Kington-on-Thames. Kington 1001. [C1093]

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Jaguar cars, offers appreciated.—Farnborough Rd., Guildford, Tel. 62907. [C1024/R]

BARTLETT will pay more for good Jaguars.—27, Pembridge Villas, W.11. Bay. 0523. [C1013]

R EALLY good Jaguar wanted.—Cobb, 30, Harley House, London, N.W.1. [C1013/R]

WANTED for cash, no dealers, XK120 with comp. mods., limit £675.—Box 2182. [C1029]

SIMPSON MOTORS (WEMBLEY), Ltd., the Jaguar buyers.—Tel. Wembley 6891/3903. [C1029]

ALMOST new Jaguar required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [C3016]

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [C1029]

ENTHUSIAST requires XK120, preferably modified, immediate cash, neglected example considered.—Box 2002. [C1029]

MARK V saloon 3½-litre 1950 or 1951, low-mileage and first-class condition essential, private buyer. Tel. Birmingham, South 3016. [C1029]

WANTED, for cash, no dealers, 2½-litre Mark V Jaguar, privately owned, all letters answered.—Box 2002. [C1029]

Jaguar Spares and Service

H ENLYS, Ltd.

ENGLAND'S Largest Jaguar Service Station.

G RAY West Rd., Brentford. (Ealing 3477).

S PARE and replacement engines for all models from 1938.

A ND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

Q UICK completion of repairs. [C3053/R]

KJ MOTORS, Ltd.—Spares, reconditioned units, 3456, Gilling, Radiomobile agents.—Bromley, Rav. 3456. [C1050]

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 1611. [C3053/R]

PERELES MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repair facilities.—Bath Rd., Slough. Tel. 22538. [C1040/R]

L EX GARAGES, Ltd.—Comprehensive range of all Jaguar spares in stock; specialist service and maintenance for Jaguar cars.—Lex Garages, Ltd., Forty Avenue, Wembley. Arnold 1154-5. [C1019/R]

D ISMANTLING six Jaguar and S.S. models, 1938 and 1939, 1947, 1948, 1949, 1950, 1951, 1952, 1953 and 1954 S.S.16; rapid c.d. service.—Wards "Motoklympia", Leamow Rd., Wallacey. Tel. Wallacey 4151. [C3020/R]

L ANCASHIRE specialized sales, repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton (4050) and 176, Deansgate, Manchester (Deansgate 4507). [C1038/R]

JEEP

JEPS!!!—Jeeps always available; comprehensive stocks of spares.—Autowork, Ltd., Winchester. Tel. Winchester 8265. [C1010]

JEPS, private or commercial; all spares.—P.W.D. Motors (late Wick Autos), 15, St. John's Rd., Hampton Wick, Kingston 4718, 8246. [C3020/R]

£120 buys a special bargain.—See Metamart, famous for 1½ conversions.—38B, Belize Lane, N.W.3. Hamstead 6231. [C3027/R]

B RITAIN'S leading Jeep specialists now offer the first diesel powered Jeep, fitted with new Perkins P.4 engine, in addition to our full range of Jeep spares and rebuilt Jeeps.—Write for details to:—

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 1013-0621. [C3041/B]

R EBUILD Jeeps (full guarantee equivalent to a new one), own tools, taken part exchanges, h.p. terms available.—Mansell & Fisher (see Jeep Spares, below). [C3066]

WILLIS Jeeps, sales, service, genuine manufacturers' spares.—A.J. enquires to sole appointed British concessionaires (see also under New Jeeps): Steele Griffiths, Ltd., London, S.E.5. Rodney 2201-6. [C3052/R]

U NIVERSAL CAR DISTRIBUTORS, LONDON, and rebuilt Jeeps.—Write for details to:—1954 illustrated assembly guide and parts catalogue price 1/-; largest stocks, lowest prices, exchange plan engine, gear box, clutch, etc. noted for all American types.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919/6650. [C3035/R]

Jeeps Wanted

R ROWLAND SMITH S. the Car Buyers.—Highest cash price for Jeeps.—Hamstead (Tube), N.W.3. Ham. 6041. [C3018/R]

Jeep Spares and Service

JEEP Service Station overhauls, repairs, all Jeep spares available; exchange plan 1½ mits.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Moseley 5785, 4732, 4738. [C3066]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JENSEN

BROOKLANDS, Jensen distributors.
LATEST 1955 Interceptor saloon and coupe available.
 demonstration.

1954 Jensen Interceptor saloon, 7,000 miles.

1951 Jensen 4-litre 4-door saloon, radio, heater,
 BUY or sell with confidence; cars purchased for cash.

103 New Bond St., London, W.1. Mayfair 8351. (C1029)

JOWETT

WM WELBECK MOTORS, Ltd., for Jowett.
A SELECTION from our stock:—

1953 Javelin de luxe, gold with red hide, 11,000 miles; this is a full Series III superb condition very latest type, and is identical to brand new; £695.

1952 Javelin de luxe, maroon with beige hide, engine reconditioned; £555; another with Series III engine; £565.

1950 Javelin de luxe, engine recently reconditioned, black with beige hide, H.M.V., windscreen washers, loose covers; £465.

1952 Jupiter Mark I in black with beige hide, engine completely reconditioned, 1,000 miles ago, new Vynide hood with special fully transparent quarter panels; this is a really immaculate car at the most competitive price of £550.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). For the largest Jowett agents in the country. CAR MART, Ltd.

1953 Jowett Javelin de luxe saloon, heater, metallic grey with red upholstery; £615.—Car Mart, Ltd., 37, Davies Street, Grosvenor Square, W.1, Mayfair 5011. (C1039)

RAYMOND WAY.

RAYMOND WAY, East London Branch.

JAVELIN de luxe saloon, 1949 model modified to '53, front black with red leather, superb condition modified engine, host of extras including H.M.V. radio, Smiths heater, Ace Rimballers, link mats, wing mirrors, red mud, etc.; 4198s, £110 deposit.

EASY hire purchase on the spot with no references, no formalities or guarantees; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.

RAYMOND WAY, 773, High Rd., Seven Kings, Tel. Seven Kings 4066. (7510)

COACHCRAFT offer:—

£375 o.n.o.—1949 Javelin de luxe saloon, one doctor owner, new, modified replacement engine recently fitted, heater and radio, black with beige leather upholstery, practically new tyres, an extremely clean and well kept car in first-class mechanical condition; three months' mechanical guarantee; terms to suit and exchanges—Coachcraft, Elm Rd., Evesham, Tel. 6539. (C1053)

CLARKE & CO. OF FIBRIGHT.

The Jowett Centre of the South.

1951 Javelin saloon, beige, one owner, 20,000 miles, reconditioned series 3 engine; £445.

1951 Bradford utility, one owner, excellent condition; £445.

1946 Bradford utility, one owner, supplied by us brand new; £225.

24 hr service, we never close (open throughout the week-end).

PIRBRIGHT, Surrey. Brookwood 2201-2. (C1049)

WORKING MOTORS (MAYBURY HILL), Ltd.

1950 Jowett Javelin de luxe saloon, many extras, in excellent condition; £465.—Working 4277-8.

HA. SAUNDERS, Ltd., Golders Green, offer:—

1953 (June) Javelin de luxe saloon, maroon/beige hide, immaculate, highly recommended; £610.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011. (C1024)

1951 Jowett Javelin 4-door black saloon, very fast car; £485.

STARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2. Tel. Gladstone 2490 or 0299. (7231)

1949 '50 Jowett Javelin, black and beige leather, fitted heater, etc., excellent condition throughout; £435, £100 deposit, balance 30 months.

MARKS & COX, Ltd., 928, High Rd., Finchley, N.12. Tel. Hillside 0660/9353. (C1063)

1952 Javelin, heater, outstandingly good throughout; £685.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. (C1045)

1938 '50 Jowett 10 saloon; £145.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171. (7619)

1953 gns.—Jowett Javelin, 1951 model saloon, leather, heater, very good condition; terms, exchanges, list; open 9a weekdays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1950 Javelin de luxe saloon, Series III engine, since 1950, 2,000 miles, maintained by us as Jowett main agents, excellent condition throughout; guaranteed; £450.—I. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. (C1025)

CARR BROOK GARAGES OF PURLEY (SURREY).

C amongst their wide selection have choice of three Javelin saloons, first-class condition, from 1951 de luxe (one owner); 472ms, part exch., deferred; dems, anywhere; open late and week-ends.—Uplands 4812. (C1041)

1950 Jowett Javelin de luxe saloon, grey/red leather, one owner, radio, taxed, engine overhauled, new battery, very clean, any inspection invited, 3 months' guarantee; £450.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166.

ONE off, special Jupiter, late property Messrs. O'Jowett, R4 engine with oval web crank, lead-bronze bearings, 8.5 to 10 compression, reg. 1952 but completely rebuilt in 1954 with a brand new body, finished in red with tiger skin upholstery, this car is worth £1,400, never been privately owned, accept £625; terms, exchanges; dealer, etc.—Corner Garage, 30, Gorton St., Blackpool, Tel. 26838. (C1053)

JOWETT

1953 Jowett Javelin golden sand with beige interior, speedo 14,000 miles, Phase III engine with oil radiator, unmarked; £565; also as above, 18,000 miles, mint condition; £465.

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950.

1953 Jowett Javelin Series III de luxe, black, red leather one owner, 14,000 miles, unusually good condition throughout; £575; exchanges, deferred terms.—John B. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. (C4035)

Jowett Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

WM WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139. Largest Jowett agents in the country would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year. (W4049)

HA. SAUNDERS, Ltd., Golders Green, require:—

JOWETT cars for cash.—140-144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004)

PRIVATELY owned Javelin.—5, Brae Court, Kingston Hill, Surrey. Tel. Hurley 2768. (W2087)

JAVELIN and Jupiter wanted.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. (W4015)

SIMPSON MOTORS (WEMBLEY), Ltd., the Jowett S. buyers.—Tel. Wembley 8691/3903. (W4015)

LMOST new Jowett required immediately.—54, A. Stratham Hill, S.W.2. Tel. Hill 2576. (W4016)

IMMEDIATE cash; all makes of Jowett wanted.

Highest prices given by—Messham, 568-370, Kensington High St., W.14. Western 9621. (6682)

Jowett Spares and Service

JOWETT CARS, Ltd.

SPARES, reconditioned units and service facilities will continue to be available in your district, contact your local agent or write to Service Department, Jowett Cars, Ltd., Bradford, Tel. 1341. (10794/R)

F. FAIRMAN & SONS, Ltd., East Surrey distributors.

COMplete spares for Javelins and Bradfords, always in stock; specialised repairs, tuning and service.—Horsley, Surrey. Tel. Horsley 2768. (C1061/R)

KINGSTON-ON-THAMES.—Jowett agents and specialists for sales and service.—

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St., Kingston. Kingston 2241. (84053)

EAST ANGLIA.—For all Javelin and Bradford spares.—Peter Guest, Ltd., Gaywood, King's Lynn, Norfolk. (0564/R)

GORDON CARS (LONDON), Ltd.—Specialist service, all Jowett models. Largest spares stock in south.

7-9, Russell Parade, Golders Green, N.W.11. Sep. 9761. (0135/R)

BURNINGS MOTOR EXCHANGE offer unrivalled service and repairs for Jowett Javelins, Bradfords and pre-war Jowetts.—Bonnersfield Lane, Hatrow, Tel. 6216-6. (0073/R)

A. MIDDLESEX, Ltd., Park Rd., Teddington. (0711/R)

A. Middlesex, Tel. Kin. 0710 and 8613, Jowett agents and specialists, comprehensive stock of spares, 1930-1954 models; over 30 years Jowett experience. (0759/R)

GODFREYS, Ltd.—Spares and service for Jowett and Bradford; specialists' repairs.—225-234, London Rd., Croydon (Croy. 5641/2), Bushwood Corner, Leytonstone, E.11 (Wan. 5101-2), 1a, Highgate Rd., Kentish Town, N.W.5 (Gul. 7761). (0463/R)

KAISER

1951-2 Kaiser Red Dragon 4-door saloon, f.h.d., radio and heater, hydraulic drive; £395.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. (C4028)

LAGONDA

HOLLAND PARK AUTOMOBILES.

1951 Lagonda drop head sports, 26,000 miles, dual grey, grey leather, heater, windscreen washers, excellent performance; £550-142. (C2085)

CHIPSTEAD MOTORS, Ltd., offer:—

!!! L.G.6 1939-40 drop head coupe, first class works history, maroon, beige leather, radio, heater, best-war condition, engine not yet run in.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154.

BROOKLANDS: Lagonda distributors.

1955 models, 2-door, 4-door saloon, power-operated hood coupe available, demonstration.

1954 Lagonda 3-litre Tickford drophead coupe.

1954 Lagonda 3-litre Tickford saloon, 9,000 miles.

1952 Lagonda 2.6-lit. drophead coupe.

BUY or sell with confidence, cars purchased for cash.

103 New Bond St., London, W.1. Mayfair 8351. (C1029)

DAVIES MOTORS, Ltd. (Managing Director J. E. Davies, 20 years service manager to Lagonda, Ltd.).

43—litre LG45, LG6 and V12 saloon and coupe models and 4-litre Tickford by request.

DAVIES MOTORS, Ltd., 275, London Rd., Staines, Tel. 4211-5. (C1030)

BUYING? Selling? Performance Cars are your best bet. Please scan page 35.

LAGONDA Rapier 2-seater, completely rebuilt, superb; £265; consider immaculate Prefect in exchange.—Rip. 1516, after 7.30. (7416)

16 hp pillarless saloon, 1935, exceptional original specimen; £150; terms, exchanges.—Searle, 25, Church St., Hampton. Molesey 2142-3. (C4069)

295 gns.—Lagonda, 1936 L.G. 45 3½-litre saloon, sliding head, leather, excellent condition; terms, exchanges.—Rowland Smith, below:—

145 gns.—Late 1934 4½-litre Charlesworth sports Lagonda, sliding head, leather, very good condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1939 (November) V12 Lagonda, H. J. Mulliner high vision saloon, exceptionally well maintained; £650.—Jacquard, Ltd., 225-7, Hammermith Rd., W.6. Riverside 677-8. (C2045)

Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

SIMPSON MOTORS (WEMBLEY), Ltd., the Lagonda buyers.—Tel. Wembley 8691/3903. (W4015)

GOOD V12 or post-war Lagonda.—G. Edwards, 2, Blackfriars 925-6-7. (W2000)

118, Acenbury Lane, Harpenden, Herts. Harpenden 118.

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (Managing Director: J. E. Davies, 20 years service manager to Lagonda, Ltd.), Specialists in all aspects of service.—275, London Rd., Staines. Tel. 4211-5. (0390/R)

LANCHESTER

DICKS

1939 Lanchester 14 saloon, in really fine order throughout; £275.

DICKS CAR SALOON, Ltd., 385-401, High Rd., Kilburn, Maida Vale 688-9. (C1072)

TOM GARNER, Ltd., offer:—

1953 Series Lanchester "Fourteen" saloon, black, heater, 12,000 miles; £395.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, C2020

GUY SALMON AUTOMOBILES, offer:—

1953 Lanchester 14 saloon, 10,000 miles only, one owner, originally supplied by us, quite as new; £325.

1953 Lanchester 14 saloon, immaculate condition, 22,000 miles, originally supplied by us; £450.—Portsmouth Rd., Thames Ditton, Esherbrook 551-2-3. (C4001)

STRATSTONE, Ltd., Lanchester Distributors.

LANCHESTER 14 saloon (1952), beige, green leather; £450.

STRATSTONE, 40 Berkeley St., W.1 (Mayfair 4404). (C4022)

1952 14hp saloon, grey, 19,000 miles, perfect; £255.—Dorking Motor Co., Ltd., Dorking 2256.

CASS'S MOTOR MART.—1949 series Lanchester 10 saloon, blue, superb condition; £495; written guarantee.—5, Warren St., W.1. Euston 3523. (C1040)

1938 m.d. 11hp, £150 spent 9 months, bills available, engine, gear box, flywheel overhauled, new tyres, halfshafts, battery, carburettor, lining, re-lined; sacrifice £195.—88, Albans 6086. (7593)

ROY'S AUTOMOBILES, Ltd., offer—1939 Lanchester 14; 2-litre sports saloon, original; £225; trade enquiries welcomed, terms and exchanges.—127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 6894. (C2059)

1952 Lanchester 14 saloon, finished in black with fawn leather upholstery, 26,000 odd miles, beautifully kept, written guarantee; £795; terms, exchanges.—F. Edwards, 26/30, Upper Hill, Epsom, Surrey. Tel. Epsom 9400. (C2001)

LANCHESTER.—For any new model, or for help and advice on one already in service, come to the officially appointed distributors with Daimler-Lanchester experience dating back over 30 years.—Walker & Ward, Ltd., Cheltenham, Tel. 3814 and 3816. (0865)

Lanchester Cars Wanted

KIRKWOOD CARS, buy pre-war Lanchesters.—78, Streatham Hill, S.W.2. Tel. Hill 1288. (W2037)

SIMPSON MOTORS (WEMBLEY), Ltd., the Lanchester buyers.—Tel. Wembley 8691/3903. (W4015)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

H. F. Edwards offer immediate cash for good Lanchester.—200, Great Portland St., London, W.1. Tel. Langham 0012. (W2003)

Lanchester Spares and Service

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Lanchester cars, preselector gear box exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Kensington 7330/7321. (0237/R)

LANCIA

LANCIA Gran Turismo latest 2nd series 2½-litre, 100mpg mileage; lines complete sale; offers from private buyer considered; exchanges and hire purchase can be arranged.—Box 2005. (C4055)

Lancia Cars Wanted

BARTLETT will pay more for good Lancia.—27, Pembroke Villas, W.11. Bay. 025. (W1013)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics; genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works Aliperton, Wembley. (Perivale 5556). (0320/R)

LEA-FRANCIS

B. J. HUNTER, Ltd., offer:—

1952 Lea-Francis 2½-litre coupe, late property of enthusiast with all latest modifications, a 100mpg car; £750.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. (C2040)

CHARLES FOLLETT, Ltd., sole distributors Lea-Francis London and Home Counties.

SHOWROOMS: 16, Berkeley St. W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Eglon Ave, W.9.

CUNNINGHAM 5936. (C2010)

1951 Lea-Francis saloon, one owner, black/brown, heater, etc., £500.—Whislers (Newbury), Ltd., Newbury, Berks. Tel. 1029. (7583)

1948 Lea-Francis saloon; £415.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex, Tel. 1171. (7622)

1950 Lea-Francis, one owner, black brown leather, nominal mileage, an attractive body written guarantee; £525; terms, exchanges.—H. F. Edwards, 172/174, Kingston Rd., Ewell, Surrey. Tel. 5101. (C2002)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LEA-FRANCIS

1951 Lea-Francis saloon, black, £550.—Montrose Motors, 81, Boston, W.1. 95, Epping New Rd., Buckhurst Hill, Essex, Tel. 1171 7621

1950 Lea-Francis saloon, one owner, black, heater, leather, outstandingly good condition throughout; £555; written guarantee, terms, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 597-501, High Rd., East Finchley, N.2. Finchley 0552-53-54 any time. (C4065)

Lea-Francis Cars Wanted

B. J. HUNTER, Ltd., offer:—
FOR immediate purchase of your Lea-Francis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 5505. (W2040)

A. SAUNDERS, Ltd., Golders Green, require:—
LEA-FRANCIS cars for cash—140-144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004)

GOOD LEA-FRANCIS required.—G. Edwards, Amersbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

SIMPSON MOTORS (WEMBLEY), Ltd., the Lea-Francis buyers.—Tel. Wembley 8691/3905. (W4015)

WANTED, Lea-Francis 2½-litre sports; full particulars to—Taylor, 5, Corporation St., Clitheroe, Lancs.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Hewitt, 20, Works, Much St., Coventry. Tel. 60204-5-6. (C0392/R)

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always pleased to hear from Lea-Francis owners.

SHOWROOMS: 18 Berkeley St., S.W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores.—
BARNESDALE Yard, off Elgin Avenue, W.9. Tel. Cunningsham 5595. (C0595/R)

LIMOUSINES

R. C. MORTLAKE, offer:—
1937 Buick 7-passenger limousine, exceptional order; £535, also. (C1040)

1948 Wolseley 25hp limousine, one owner, one chauffeur since new; £695; terms, exchanges, excellent condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

CASE'S MOTOR MART—1937 Buick limousine, radio, genuine 41,000 miles, one owner.—5, Warren St., W.1. Ruston 3523. (C1040)

1951 Buick 16, 1956 Chalfont 7-seater limousine, black, blue leather, face-forward occasional, division, good condition; terms, exchanges.—Rowland Smith, below. (C1040)

125 gns.—Daimler, 1956, 24hp 7-passenger limousine, black, face-forward occasional, division, excellent condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

50 Good condition 7-seater limousines, 1955-1957 from £250. Full details posted. S. & S. Ltd., 2 Providence Court, North Audley Street, Mayfair-2941. (C1006)

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., 61, West Rd., Brentford, Tel. Ealing 4505-9. (W1047/R)

Lincoln Cars Wanted

SIMPSON MOTORS (WEMBLEY), Ltd., the Lincoln buyers. Wembley 8691/3905. (W4015/R)

MERCEDES-BENZ

TAYLOR & CRAWLEY offer:—
1954 Mercedes-Benz type 220A (latest type), radio, heater, covers, demonstration car immaculately kept; £1,975.

1953 (late) Mercedes-Benz type 300 saloon, 9,000 miles, in most immaculate condition; £2,495.

1954 Mercedes-Benz type 180, 3,000 miles, radio, faultless in every way; £1,495.

42s. South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6681.

CHIPPSTEAD MOTORS, Ltd., offer:—
1959 model type 230 sports saloon, black, red leather, recently reconditioned by Mercedes; £295.

1957 Supercharged 500K streamlined 2-seater drop head, engine just stripped and overhauled; most attractive car.

CHIPPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0252/7253/7154.

JOHN S. TRUSCOTT, Ltd., for Mercedes-Benz—
1954 Type 180 saloon, black, several extras, superb condition in every detail; £1,425. Also—
1954 Type 170 S-V, grey, 6,000 miles, new condition throughout, £1,125, supplied new by us, and just exchanged for Type 220A, 1954, 1954, 1954, R. believed the finest example available, unique specimen, with first-class history, for vintage enthusiasts; £2,495, exchanges, deferred terms.—John S. Truscott, Ltd., Mercedes-Benz Distributors (Who, car and Retail), 173, Westbourne Grove, W.1. Bay. 4274. (C4055)

1949 model type 230 sports saloon, black, red leather, recently reconditioned by Mercedes; £295.

1957 Supercharged 500K streamlined 2-seater drop head, engine just stripped and overhauled; most attractive car.

CHIPPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0252/7253/7154.

JOHN S. TRUSCOTT, Ltd., for Mercedes-Benz—
1954 Type 180 saloon, black, several extras, superb condition in every detail; £1,425. Also—
1954 Type 170 S-V, grey, 6,000 miles, new condition throughout, £1,125, supplied new by us, and just exchanged for Type 220A, 1954, 1954, 1954, R. believed the finest example available, unique specimen, with first-class history, for vintage enthusiasts; £2,495, exchanges, deferred terms.—John S. Truscott, Ltd., Mercedes-Benz Distributors (Who, car and Retail), 173, Westbourne Grove, W.1. Bay. 4274. (C4055)

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MERCEDES-BENZ

1955 Mercedes-Benz 180 diesel 4-door saloon, 5,000 miles, excellent condition, Mercedes-Benz 500B, reasonable offer considered.

SWANMORE GARAGE, Ltd., Authorised Distributors for Mercedes-Benz, 1176-1180, Christchurch Rd., Boscombe E. Bournemouth (Tel. Southbourne 43344).

1954 (Aug.) type 300B de luxe saloon, black with red leather upholstery, 12,250 miles, immaculate condition throughout; £2,575.—George Newman & Co. (B'ton), Ltd., 39-40, Old Steine, B'ton 28102/4.

1955 500K sports 4-seater tourer, l.h.d., recently reconditioned throughout by manufacturers at cost nearly £500, bills available, magnificent sports car in superb order, stored for most of its life, owner being posted overseas.—Tel. Prestwick 7627. (W4017)

495 gns.—Mercedes-Benz, 1936 Type 500K fourseater drop head cabriolet, "B" silver grey, chromium valentine, red leather, overdrive, independent suspension, telescopic, supercharger, balanced wheels, two spares, very carefully used, superlative condition, cost £1,890; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

Mercedes-Benz Spares and Service
MERCEDES-BENZ (GREAT BRITAIN), Ltd., sales, S.E.5. Tel. Reliance 5941-5. (W4199)

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., 61, West Rd., Brentford, Tel. Ealing 4505-9. (W1047/R)

Mercury Cars Wanted

SIMPSON MOTORS (WEMBLEY), Ltd., the Mercury buyers. Wembley 8691/3905. (W4015/R)

M.G.

1946 M.G. T.C., registered 1952, green, fitted special detachable hard top; £375.—Below.

1939 M.G. V.A., 12hp saloon, black, in nice order; £265; unique guarantee, terms, part exchanges and motor cycles—30-32, Duddell Hill Lane, N.W.10, Willesden 4689, also at 379, North Circular Rd., N.W.10. (C4017)

BERT MASON SPORTS CARS, 77, Crickfield Rd., Clapton, E.5. Ambers 1814. (C5078)

1947 M.G. T.C., black, many extras, excellent condition; £375.

1937 M.G. T.C., red, oversize rear tyres, Newton sh absorbers, recent overhaul; £265.—132-142, High St., Tooting, S.W.17. Bal. 5484. (C1095)

H. BEART & Co., Ltd., offer:—
1954 (August) M.G. T.F. 2-seater, genuine 4,000 miles and like new throughout; £625.—102, London Rd., Kingston-on-Thames, Tel. 3348. (C1061)

CHARLES POLLETT, Ltd., offer:—
1953 M.G. 1½-litre saloon, grey, heater, speedo reading 11,000, very clean car throughout, excellent condition; £725; H.P. facilities.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnesdale Yard, off Elgin Ave., W.9.

CUNNINGHAM 5956.

KELVIN COURT GARAGE, Ltd., offer:—
M.G. T.A. Tickford drop head coupe, 1939, cream, chrome, luggage rack, excellent mechanical condition; £305; h.p. terms and exchanges—40-42, Kensington Park Rd., London, W.11. Park 6456. (W612)

PARADE MOTORS (MITCHEAM), Ltd., offer:—
1949 M.G. T.C., blue and beige, in excellent condition; £395.

1947 M.G. T.C., red with red upholstery, reconditioned engine fitted, superb condition, £350.

1947 M.G. T.C., black, very good condition, many extras; £360.

1937 M.G. T.A., black, choice of 2, both in excellent condition throughout; £250.

1933 J2, excellent condition; £135.

PARADE MOTORS (MITCHEAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3592. (C3056)

JACK ROSE, M.G. agents and stockists, offer:—
M.G. 1954 Magnette sports saloon, low mileage, in gunmetal grey, as brand new; £895.

M.G. 1955 T.D. sports 2-seater, in British racing green, excellent condition inside and out; £575.

M.G. 1952 T.D. stage 1 tuned, high back axle ratio, many extras, almost unmarked in silver and red; £545.—Stafford Rd., Wallington, Surrey, Wallington 6777. Also High St., Banstead, Burgh Heath 2576. (C3056)

CARTWRIGHT HAMILTON CARS, Ltd., offer:—
1953 M.G. T.D., finished in red with red upholstery, a low-mileage car in faultless condition; £395.

H. A. SAUNDERS, Ltd., Golders Green, offer:—
1955 M.G. T.F. 1500, green/green leather, Blue-rol. plates, delivered London; £789/15/7.

AUSTIN HON, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 011 (10 lines). (C4004)

BARTLETT, M.G. 1½-litre saloon, 11,000 miles; £495.—27, Pembridge Villas, W.11. (C1013)

BUYING! Selling! Performance Cars are your best bet. Please scan page 58. (C5041)

1953 M.G. T.D. 2-seater, stage two tuned in exceptional condition, guaranteed; £575.

RIPPO, Ltd. (M.G.s purchased), 18, Albemarle St., Mayfair, London, W.1. Hyde Park 2923-4.

UNIVERSITY MOTORS, Ltd., guaranteed cars always available—80 Piccadilly, W.1 Grosvenor 4141. (C0396/R)

M.G.

1955 M.G. Magnette works mileage.—Sidney Marcus, Ltd., 23, Sloane St., S.W.1. Sloane 6970.

BEARS of Kingston, M.G. specialists, sales, spares, repairs.—102 London Rd., F.ington, Tel. Kin. 3346. (C1010)

CREAM Cracker, original, mechanically perfect; £280.

Clayton, 45, Downing Rd., Sheffield, 4. 46607.

1953 (July) M.G. 1½, saloon, black/maroon, one owner, taxed, exceptional; £675.—Box 2180.

1951 M.G. 1½, saloon.—Autowork, Ltd., Southgate St., Winchester. Tel. Winchester 6655.

1953 M.G. T.D., black with red interior, 10,000 miles, many extras; £575.—John Gray, 20, Berulgate Lane, N.W.2. Speedwell 1242.

1955 M.G. 8hp Airline saloon, 2-seater, excellent condition.—Williamson, Pickfords, 17, Westminster St., Yeovil, Tel. Yeovil 7. (W575)

675 gns.—M.G. Midget, May 1954, TF 2-seater, one owner, small mileage, exceptional; terms, exchanges.—Rowland Smith, below.

525 gns.—M.G. Midget, September 1952, TD 2-seater, terms, exchanges.—Rowland Smith, below.

425 gns.—M.G. late 1947, 1½-litre saloon, pastel green, silver head, fawn leather, excellent condition; terms, exchanges.—Rowland Smith, below.

345 gns.—M.G. Midget, 1947, TC 2-seater, very good condition; terms, exchanges.—Rowland Smith, below.

245 gns.—M.G. Midget, 1936, 9hp, PG 2-seater, gun-metal, red leather, good tyres; terms, exchanges.—Rowland Smith, below.

125 gns.—M.G. Midget, 1933, 9hp, J2 2-seater, choice of 18 Midgets; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1953 T.D. M.G., ivory with green upholstery, mileage 7,000, one owner, practically as new; £575.—Smith's Motors, Doyercourt, Tel. Harwich 700.

1946 M.G. T.C., red sports, 2-seater, regularly serviced, splendid condition throughout; £400.—Lays Farm, Tilsworth, Leighton Buzzard, Hockliffe 321.

1951 M.G. 1½-litre V.A. tourer, 1958, excellent condition throughout; terms.—Brondebury Motors, Brondebury News, N.W.6. Maids Vale 0371.

1946 M.G. T.C., red sports, 2-seater, regularly serviced, splendid condition throughout; £400.—Lays Farm, Tilsworth, Leighton Buzzard, Hockliffe 321.

1951 M.G. 1½-litre drop head coupe, 19772 complete mechanical overhaul by Jacobs, new tyres and batteries, a good sound motor complete with heater.—Tel. Hillside 7857.

1939 M.G. T.A. drop head coupe, most attractive condition, fully guaranteed; bargain. £315/11/12. Motors, 100, Palmerston Rd., N.W.6. Tel. 4723. Open all day Saturday. (C1011)

1954 M.G. Magnette saloon, 8,000 miles; £895.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Station). Temple Bar 5588. (C1027)

1949 M.G. T.C., immaculate, Bristol red cellulose, biscuit upholstery, recent complete mechanical overhaul, Fram filter, aero screens, wipers, meticulous private owner; £390.—Advertised, 116, Kingston Rd., Teddington, Kin. 1879. (W570)

1949 M.G. T.C., red, luggage rack, flame-thrower and fog oil coil, reconditioned engine, resprayed and new hood, twin spares, seen Staffordshire or Yorkshire; £400 o.n.o.—Longhorn, Sarsden's Head, Weston, Stafford. (W570)

1940 M.G. 2½-litre 4-some drop head coupe in specimen condition throughout, one owner past 7 years, £300 recently spent on extensive overhaul, good tyres and many extras, must be seen and tried to be fully appreciated; £345; trade and part exchange enquiries invited.—G. P. Motley, Ltd., 84, Streatham Hill, S.W.2. Tulse Hill 0483.

ROY'S AUTOMOBILES, Ltd., offer 1947 M.G. T.C., black, sports 2-seater, host of extras, smart, fast, £375; 1950 M.G. 1½-litre sports drop head fourseater, with the best example you will get, full complete history, new works engine, taxed, £325; trade enquiries welcomed; terms and exchanges.—127, Parkway, N.W.1. (Nearest Tube, Camden Town Station, Euston 2700 and 8894. (C3059)

M.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

SLOOMBER, Ltd.

WE urgently require M.G.s of all models since 1933.—Dudden Hill Lane, Willesden N.W.10 Willesden 4869. Nearest Underground, Dollis Hill Stn. (W4017)

H. A. SAUNDERS, Ltd., Golders Green, require:—
M.G. cars for cash—140-144 Golders Green Rd., N.W.11. Speedwell 0011. (W4004)

MAYFAIR GARAGES, Ltd., top cash prices for M.G.s.—Bathurst St., W.1. Mayfair 5104. (C0396/R)

SIMPSON MOTORS (WEMBLEY), Ltd., the M.G. buyers.—Tel. Wembley 8691/3905. (W4015)

CLEMAN AUTOS, Ltd., urgently require all models M.G. for cash.—132-142, High St., Tooting, S.W.17. Bal. 5484. (C1095)

THE CAR MART, Ltd., London, wish to purchase M.G. cars—352, Streatham Hill Rd., S.W.13. Streatham 0054. (C096/R)

C.N.K. MOTORS require M.G.s, particularly V.A., T.A., T.B. and T.C. models.—353, Finchley Rd., N.W.3. Hampstead 5712. (W1020)

XXX H. F. Edwards offer immediate cash for good M.G.—26-30, Upper High St., Epsom, Surrey. Tel. Epsom 9489.

WANTED, M.G. 1947 model T.C., must be in very good condition, red for preference.—Jones Brothers, Grays, Bala, Merioneth. (W5736)

URGENTLY required, 1947-55 M.G. 1½ saloons.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. (W7076)

WANTED, nearly new M.G. Magnette, small mileage, no object; details and price.—Green & Zonia, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. (W2026)

M.G. Spares and Service
PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 15500. (W5041)

W. DERRINGTON, Ltd., for M.G. spares and replacement parts, new and used: valves, springs, guides, gaskets, road springs, brake linings and cables; seats and H. Lavanti. Lucas cylinder heads, petrol tanks, fold-flat windcreens, silencers and exhaust systems; stamp new list.—159-161, London Rd., Kingston 5621-2. (C1017)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G. Spares and Service
TOULMIN MOTORS.

OFFICIAL stockists.
SPECIALIZE in M.G. and M.O. cars only, repairs and complete overhauls, all models; reconditioned engines in stock for all models 1932 to 1955; exchange service dynamo, starters, crankshafts with rods, rear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always in stock; new vertical drive gears now available; we specialize in racing spares: write or tel.

TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. [C0349/R]

LARGEST and quickest spares service in the South of England.—Hevens Garages, Ltd., Reading. Tel. 4436. [C0206]

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.O. spares outside the factory.—7, Herford St., London, W.1. Gro. 414. [C0504/R]

M.O. spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rockers bushes, shafts, etc.; replacement camshafts, rockers, dynamo, leaf springs, wheels, hubs, vertical drive assemblies; prompt postal service, e.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3033 [C0433/R]

MORGAN

WM

1950 Morgan 4/4 open 4-seater, in blue, with black interior; this is an incredible car, it is exactly like new, looks like new, runs like new; it must be the best 1950 car in the country; £485. (Near Baker St. Station.) Welbeck 1139. [C0409/R]

1954 Morgan 4/4 open 4-seater, red, 14,000 miles; £575.—Colton, Kimbolton Rd., Higham Ferrers, Northants. [C0401]

1953 Morgan 4/4 (Sept. 1948), cream, 1955 steering and chassis modifications, one owner, £40 extras; £575, o.n.o.—Box 2156. [C0476]

325 gns.—Late 1948 special sports 2-seater, concealed hood, excellent condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C0401]

MORGAN 4/4 reg. Oct. 1948, reconditioned throughout, 1953-4 latest modifications, resprayed rear, tan covers in red, high seats, R.A.C. or A.A. inspection welcomed; £295.—Wright, Inchgarth, Colinton Grove, Bexhill-on-Sea. Tel. Cooden 150. [C0401]

1937 Morgan 4/4 open 4-seater, red, exceptional condition, perfect chrome, paint work and weather equipment; opportunity; £215; exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6871-2. [C1020]

Morgan Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgans.—Hampstead (Tube), N.W.3. Ham. 6041. [C0401/R]

S LUCOMBS Ltd

WE urgently require Morgans of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4569. Nearest Underground, Dollis Hill Stn. [C0401]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Morgan buyers.—Tel. Wembley 8691/3003. [C0401]

CLUBMAN AUTOS, Ltd., urgently require all models of Morgan for cash.—138-142, High St., Tooting S.W.17. Bal. 4848. [C1095]

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Baird Roy Ltd., 161, Gt. Ealing Rd., W.1. Langham 753. [C0514/R]

MORRIS MINOR

BENTALLS, Ltd.

1953 Morris Minor 4-door de luxe saloon; £540.

1952-3 Morris Minor 4-door saloon; £495.

KINGSTON-ON-THAMES. Kingston 1001. [C1093]

CART MART, Ltd.

1954 Morris Minor 2-door saloon, heater, black with red upholstery; £535.—Cart Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500.

CARBS AUTO SALES, Ltd., offer:—

1952 Morris Minor 4-door, blue; £485.

1953 Morris Minor 4-door, grey red leather; £525.

STANDARD House, South End, Croydon. Tel. Croydon 6088 and 2266. [C1102]

WARWICK WRIGHT, Ltd., offer:—

1953 Morris Minor 2-door saloon, green with green leather, 7,000 miles; £545.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9141. [C0405]

SEYMOUR & CLEMENTS, Ltd., offer:—

1954/5 Morris Minor saloon, works mileage only; £585.

1952 Morris Minor saloon, taxed; £450.—39, Watford Way, Hendon, Central, N.W.4. [C0407]

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1954 (May) Morris Minor, two-door saloon, grey, red upholstery, heater, spotlight, 5,000 miles, one owner, virtually a new car; £565.—The Broadwing Mill Hill, N.W.7. Tel. Mill 2040. [C0512]

1949 Minor, blue, excellent value; £398.—Below.

1951 Minor, generally overhauled; £430.—Smith & Hunter, Ltd., 376, Kensington High St., W.14. Western 2312. [C0401/R]

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

1952 Morris Minor 4-door de luxe, in faultless condition, low mileage; £495.

HEAD Office, 225, Kensington High St., W.14. Western 0207. [C0516]

1955 Morris Minor 2-door de luxe saloon, works mileage, what offers?—Norman, Officer, Meads Odham, Hants [C0401/R]

MORRIS MINOR

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1952 Morris Minor saloon 20,000 miles, one owner; £495.

1952 Morris Minor tourer, 21,000 miles; £485.

355/5 High Rd., Wembley, Middlesex. Tel. Wembley 4422 and 4423.

1954 Morris Minor traveller's car, loose covers, heater, perfect order; £545.

GORDON CARS (LONDON), Ltd., Russell Parade, Golden Green Rd., N.W.11. Speedwell 9761. [C0508/R]

1950 Minor tourer, black; £375.—Dorking Motor Co., Ltd., Dorking 2256. [C1098/1]

J. YNE FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End Hill, N.8. Mountview 4401. offer:—

1953 Morris Minor saloon, 10,000 miles, one careful owner, guaranteed; £495. [C0208]

495 gns.—Morris Minor, late 1953 series II saloon, duo-green heater, one owner, exceptional; terms, exchanges.—Rowland Smith.—Below.

375 gns.—Morris Minor, 1949 saloon, excellent condition, choice of 12 Minors; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C0418]

1955 (February) Minor convertible de luxe, heater, works mileage, black, licensed December; £598.—Box 2179. [C0401]

1952 Minor convertible, green, one owner, excellent car; £455.—Dorking Motor Co., Ltd., Dorking 2256. [C1098]

TWIN carburettor conversion, h/c head and high rear axle ratio give amazing performance and economy; send for data and road tests.

1953 ohv convertible, heater; £475.

1953 ohv 2-door saloon, heater; £525.

THE above cars can be supplied with conversion; £55 extra. Demonstrations, part exchanges, h.p. terms.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094]

1954 Morris Minor 4-door saloon de luxe, black; £575.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C0407]

1951 Morris Minor convertible, immaculate; £410.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C0508]

1952 (Dec.) Minor heater, Radiomobile, 2-door; £485; less radio £460.—McDermid, Longbryn, Bangor, Cairns. Tel. 868. [C0509]

1955 model (reg. December 31, 1954) Morris Minor saloon, colour green; £555.—John Whitley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [C0401]

1954 Morris Minor de luxe 4-door saloon, heater, 5,000 miles, as new throughout; £585; H.P. could be arranged.—Beeson, Netley Hall, Shrewsbury, Tel. Dorrington 230. [C0401]

1954 Morris Minor, 4-door, 6,000 miles; immaculate; £565.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent, W.1. [C0403]

75 mph 45mpg, twin carburettors, h/c head, 0-50 12.6 sec, data and demonstrations.—George Boyle (Sports Cars), Mollington, nr. Chester, Great Mollington 353. [C0406]

1951 Minor convertible, one owner, 1946; mellowed hood, superb condition; £425; guaranteed.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Mol. 6109. [C0405]

1954 Morris Minors, 2-door saloons, choice of grey or black, fitted heaters, moderate mileages, very clean and quality tested guaranteed.—Skurray's, Swindon, Tel. 2266 Swindon. [C0443]

1953 Morris Minor 2-door saloon, guaranteed 6 months choice of 3 from £500, h.p. up to 2 years.—34 Acle Lane, S.W.2. Brixton 4011 and 1-3, Dorking Rd., Epsom, Surrey, Epsom 5901. [C0405/R]

1954 Morris Minor 2-door saloon, 1953, 7,000 miles, exactly as new; £575; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4489. [C0401]

TANKARD & SMITH, Ltd., offer 1953 Morris Minor convertible, black with red upholstery, heater, one owner, excellent condition; £495; 3 months' written guarantee.—194/198, King's Rd., Chelsea, S.W.3. [C0402]

XXX 1952/3 (registered December, 1952) Morris Minor 2-door saloon, green with green upholstery, quite outstanding and immaculate one-owner car; written guarantee; £465, terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C0505]

1952 (Oct.) Morris Minor tourer, black, mileage 37,800 just fitted new works engine (unused since), five new tyres and tubes, new battery, extras include twin horns, rubber mats, faultlessly maintained and serviced by one owner; positively showstopper condition; real bargain at £240, or near offer.—Clock Tower Cafe, Exeter (2119, 5-7 p.m.). [C0421]

PRIDE & CLARKE, Ltd.—1954 Morris Minor 2- and 4-door de luxe saloons, low mileage, black/red, one owner, choice 2 from £529; 1953 grey/red, black/red, choice 3 from £499; 1951 black/beige, choice 2 from £439; 1953 convertible, blue/red, grey/red, choice 2 from £449; 1950, green/beige, radio, £369; 3 months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C0508]

Morris Minor Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [C0401/R]

ALMOST new Minor required immediately.—53, Streatham Hill, S.W.2. Tulse Hill 2876. [C0401]

THE CAR MART, Ltd., London, wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [C0716/R]

MORRIS EIGHT

1938 Morris 8, 2-seater, splendid little car in immaculate condition; £175.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C0508]

1948 (October) Morris 8 series E saloon, 4-door; £335.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 7620. [C0401]

CHOICE of 8 post-war E type saloon cars, guaranteed 3 months.—Service Motors (est. 25 years)—The Railway Arch, Bexley, Tel. Bexleyheath 1576. [C0505]

MORRIS EIGHT

S.G.A. MOTORS, who deal exclusively in Morris 8s, offer:—

1939 Morris 8 2-door de luxe saloon, one owner, excellent condition; £245.

1938 2-door de luxe saloon, choice of 2, both excellent condition; £185.

1938 4-seater tourer; £190.

1938 2-seater tourer, outstanding condition; £180.

1937 2-door de luxe saloon, outstanding condition; £165.

AND other saloons and tourers in stock.

EVERY car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchanges.

S.G.A. MOTORS, Morris 8 Specialists, 10, 13 and 14, Atherstone Mews, Cromwell Rd., S.W.7. (3 minutes Gloucester Rd. Tube). Western 5495. [C0405]

1939 Morris 8, Series E, splendid order; £220.—Below.

1946 Morris 8 E, black, serviced regularly; £315.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C0401]

1950 Morris 8, 2-seater, new hood, coll. tyres.—1, Hillside Cottages, Tottenham, E.20. [C0730]

295 gns.—Morris 8 September 1948, 4-door saloon, leather, one owner, very good condition; terms, exchanges.—Rowland Smith.—Below.

195 gns.—Morris 8 1939 saloon, sliding head, leather, very good condition; terms, exchanges.—Rowland Smith.—Below.

95 gns.—Morris 8 September 1936, 4-door saloon, leather, terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C0418]

1947 (Dec.) Morris 8 4-door saloon, black, brown leather, one owner; £335.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0065. [C1065]

1948 (July) 4-door saloon, green and black, brown leather, 12,000 m. since reconditioned engine, 5 good tyres, new battery, spotlight, exceptional condition; £345.—34, Alderton Rd., E. Croydon. [C0500]

ROYAL AUTOMOBILES, Ltd., offer 1940 Morris 8 saloon, 4-doors, good; £235, trade enquiries welcomed; terms and exchanges.—127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C0505]

Morris Eight Cars Wanted

PRIVATELY owned Morris 8-5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2768. [C0401]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [C0401/R]

MORRIS TEN

1947 Morris 10 saloon, black; £330.—Dorking Motor Co., Ltd., Dorking 2256. [C1098]

1939 Morris 10, an exceptional car; £260.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C0412]

1947 Morris 10, one owner, excellent condition, 2 no dealers.—Rockall, 46, Arthur Rd., Hol-loway, N.7. [C0516]

1948 Morris 10, green, brown leather, exceptional condition; £350, terms, exchanges.—Tate & Hitchins, Ltd., Hayes, Crescent, Temple Fortune, Speedwell 5875. [C0401]

1939 Morris 10hp saloon de luxe, very nicely resprayed and in good condition throughout, £235; £200 deposit, balance over 18 months, exchanges, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C0401]

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [C0401/R]

MORRIS TWELVE

1940 Morris 12 de luxe saloon, loose covers; unrepeatable 7 gears in, £180.—A. G. Motors, 100, Palmerston Rd., N.W.6. Mai. 4725. Open all day Saturday. [C1011]

MORRIS EIGHTEEN

£65!!!—1936 18hp Sportsman's saloon, sound throughout.—A. G. Motors, 100, Palmerston Rd., N.W.6. Mai. 4725. Open all day Saturday. [C1011]

MORRIS OXFORD

A1 at Browns.

1953 Morris Oxford de luxe, heater, etc., 15,000 miles; £575.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 4414. [C1025]

BENTALLS, Ltd.

1952-3 Morris Oxford saloon, heater; £565.—Kingston-on-Thames. Kingston 1001.

NEWNHAMS, Ltd.

1952 Morris Oxford saloon, grey, excellent condition; £515.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C0504]

BOON & PORTER, Ltd.

1951 Morris Oxford, one very careful owner, 21,000 miles, remarkable condition; £495.

CASTELNAU, S.W.15 (Hammersmith Bridge). Riv. 4444. [C1022]

H. BEART & Co., Ltd., offer:—

1953 (February) Morris Oxford de luxe saloon, excellent throughout; £585.—102, London Rd., Kingston-on-Thames. Kingston 318. [C1091]

EMMINGS RECONDITIONED, Ltd., offer:—

1952 Morris Oxford, black, heater, 15,000 miles only; £525.—353, Pincher Rd., Harrow. [C0270]

TEL. HARROW 5366. [C0270]

ALLAN TAYLOR MOTORS, Ltd., offer:—

1950 Morris Oxford colour black, heater, 2,000 miles; £425.

HOUGH St., Wandsworth, S.W.18. Tel. Vandyke 4433. [C0516]

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1953 Morris Oxford 4-door saloon, one owner, green green hide, immaculate, very highly recommended; £590.

A 250 N House, 130/134, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C0409]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS OXFORD

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

offer:

SEPT. 1952. Morris Oxford, 11,000 miles, condition

almost as new. £565.

MARLBOROUGH Works, Keston. Tel. Wordsworth

7405 (5 lines). [C1002]

CRES offer 1953 Morris Oxford, black, 16,000 miles,

indistinguishable new. £575.

CRES AUTOS, Ltd., 156-158, Streatham Hill, Lon-

don, S.W.2. Tulse Hill 1909. [C1002A]

1952 Oxford, all extras, 16,000 miles, one owner,

immaculate; £545.—Walton-on-Thames 2119.

1952 Morris Oxford series 11 saloon, grey with red

interior, fitted heater, nominal mileage, as

new. £575.—Belov.

1953 Morris Oxford de luxe saloon, green, really

beautiful condition throughout, fitted heater,

£575.—Garage Service Co., Ltd., 1013, Finchley Rd.,

Golders Green, N.W.11. Speedwell 9692. [C0019]

1953 Oxford saloon, grey/red, heater, nice con-

dition; £550.—Dorling Motor Co., Ltd.

Dorling 2256. [C1008]

1954 (July) Morris Oxford Series 2 saloon de

luxe 8.75 with red leather, fitted heater,

2,000 miles only, as new. £740.

JOHN CAMPBELL MOTORS 415, Holloway Rd., N.7.

North 4441. [C1036]

1951 Oxford, black, recent new engine. £475.—

Smith, Hunter, 376, Kensington High

W.14. Tel. Western 2512. [C0019]

1953 Morris Oxford saloon black, excellent con-

dition, low mileage, heater; £565.—Cranmore

2049. [C1062]

MORRIS OXFORD (September) '52, grey/red, heater,

one owner, driver, garage maintained, new battery,

front tyres, £525.—Pickersell 5725. [C0022]

1949 Morris Oxford de luxe saloon, beige, beautiful

condition; £395 or £100 down.—Bray Motors,

180-184, West End Lane, N.W.6. Hampstead 6494. [C1024]

1949 (Oct.) Morris Oxford sun saloon, green, green

leather, radio and heater; £410.—Gibson

Sports Cars (Christchurch), Lyndhurst Rd., Christ-

church, Hants. Tel. 1681. [C0704]

1952 Morris Oxford saloon, black/brown, heater,

one owner, £535; exchanges.—Naylor & Root,

Ltd., 25, East Hill, Wandsworth, S.W.13 (few minutes

Clapham Junction). Bat. 2252. [C0022]

1953 (November) Morris Oxford traveler's car,

heater, Rumballshash, seat covers, reversing

light, 17,000 miles, immaculate; £650.—Evans, 57

Brad St., Barry, Glam. Barry 1244. [C0022]

1954 (April) Morris Oxford saloon, 7,500 miles,

black, red upholstery, loose covers, new con-

dition; for sale privately; £585.—Magnolia, Maybury

Grove Rd., Lee-on-Solent, Lee-on-Solent 79407. (7577)

1951 green, heater, 4 new tyres, one owner, sup-

plied and serviced by us from new, excellent condition

throughout; £495.—Campbell Symonds, Wembley

1037. [C1037]

1953 (May) Morris Oxford Series I saloon, in birch

grey, with red upholstery, with heater, de-

mistler, and air-coupling, windscreen washer, one

very careful owner, mileage 18,000; £625.—Jarvis &

Sons, Ltd., Morden Rd., S.W.19. Lib. 8221. [C0096]

£595: 1951 Morris Oxford 7-passenger hire-car,

standard production 4-door model with

leather upholstery throughout, forward occasional,

division, a most attractive specimen of this desirable

series.

CAMDEN MOTORS, Leighton Buzzard 2041. Write

for Catalogue. Showrooms open until 8 p.m. [C1035]

365 gns.—Morris Oxford, 1949 saloon, Roman green,

faun leather, choice of three Oxfords; terms

exchanges; list, open 9-7 week-days and Saturdays,

Rowland Smith, Hampstead (Hampstead Tube), Hamp-

stead 6041. [C0018]

Morris Oxford Cars Wanted

ALMOST new Oxford, 1954, immediately.—54,

Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

TRAVELLER's car, recent model wanted now.—Tel.

Greenwich 2305 (evening), Hunter 0521 (day). [C0018]

THE CAR MART, Ltd., London, wish to purchase

Morris Oxford cars.—352, Streatham Hill, Rd.

S.W.16. Streatham 1717/R. [W4015/R]

ROWLAND SMITH's, the Car Buyers.—Highest cash

prices for Morris Oxford.—Hampstead (Tube), N.W.5.

N.W.5. Ham. 6041. [W4015/R]

MORRIS SIX

1949 Morris Six, beige, beige leather, fitted loose

covers, heater, etc., in perfect condition

throughout, bargain; £599.

DOUGLAS CAR SALES, 21, High St., Waltham Cross,

Tel. Waltham Cross 4925-4124. [C1075]

Morris Six Cars Wanted

ROWLAND SMITH's, the Car Buyers.—Highest cash

prices for Morris Six.—Hampstead (Tube), N.W.5.

Ham. 6041. [W4015/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Morris

buyers.—Tel. Wembley 8691/3903. [W4015]

MARSTON MOTOR CO., for your Morris, Tel. Sta.

8000. Seven Sisters Rd., Tottenham, N.15.

IMMEDIATE cash; all makes of Morris wanted;

highest prices given.—Messings, 368-370, Ken-

nington High St., W.14. Western 9821. [C0090]

Morris Spares and Service

KINGSTON-ON-THAMES.—Morris agents and

specialists for sales and service.

W. WILKS, Ltd., 1, Weston Park and 94, Eden

St., Kingston, Kingston 2241. [S4053]

Morris Spares and Service

MORRIS genuine spares and specialist service in

the West End.

MORRIS & Co., Cleveland Garage, Cleveland St.

Tel. Mus. 1952. [1082/R]

MORRIS official stockists, for spares, service

and repairs.

TEL. Lancaster Engineering Co., Ltd., 39-43, Eden

St., Kingston-on-Thames, Kingston 3151-6. [0917/R]

BANKERS MOTORS (LONDON), Ltd., Tel. Balham

6666, for Morris spares, sales and service. [0521]

BAHMAN High Rd., S.W.17.

R. HARLEY & SON, 20, Marybone High St., W.1.

Experience for nearly a century; complete over-

haul and coachwork our speciality; exchange engine

units; spares and accessories.—Wel. 101. [0955/R]

NASH

1946 American Nash model 600, rhd 4-door

saloon, leather interior, radio, very smart;

£450 or £150 down.—Bray Motors, 180-184, West End

Lane, N.W.6. Hampstead 6490. [C1024]

1951 fitted every conceivable extra, seats form

double bed, finished black and grey with grey cloth

interior, speedo reading 25,000 miles, automatic over-

drive on second and top gear giving 24 miles per gal-

lon, really luxury motor; £590.

GROSVENOR MOTORS (MANCHESTER), Ltd., 185,

Oxford Rd., Manchester, 13, Tel. Ardwick 7633. [C0036]

Nash Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Nash

buyers. Wembley 8691/3903. [W4015/R]

OLDSMOBILE

TAYLOR & CRAWLEY offer:

1951 Oldsmobile Rocket 88 2-door sports coupe,

in immaculate condition; £595.

1950 Oldsmobile Rocket 98 model de luxe con-

verts, one owner, 27,000 miles, magnificent condition;

£575.

1949 Oldsmobile Rocket 88 4-door de luxe saloon,

radio, heater, twin colour scheme, in im-

maculate condition; £775.

HYDE Park Corner, 33, Grosvenor Crescent, Mews,

Slo. 5215. [C0036]

COOMBS & SONS (GUILDFORD), Ltd., offer:

1950 Oldsmobile Rocket 68, l.h.d., fitted with

radio and heater, etc.; £1,000.

COOMBS & SONS (GUILDFORD), Ltd., St. Cath-

erine, Portsmouth Rd., Guildford, Surrey. Tel.

Guilford 6297-8-9. [C1057]

DISTRIBUTORS (RAWLANCE), Ltd.—Sales, service

and spares.—Blindley Heath, nr. Lingfield, Surrey.

TEL. 0217/R.

OLDSMOBILE main dealers for London, Middlesex

and adjoining counties.—Lex Garages, Ltd.,

4, Lexington St., Weybridge, Middx. 0576/R.

NEW Oldsmobile Super 88 4-door saloon; see our

advertisement in "New Cars" section.—Ingis

Automobiles, Ltd., 64-78, Pitt St., Edinburgh, 5, Tel.

Waverley 5184. [6590]

Oldsmobile Cars Wanted

LEX GARAGES, Ltd., are interested to buy recent

model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Ger-

ard 8600. [0527/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Olds-

mobile buyers.—Wembley 8691/3903. [W4015/R]

DISTRIBUTORS (RAWLANCE), Ltd., Blindley Heath,

nr. Lingfield, Surrey. Tel. 330-1. Will buy new

and pre-war models at 2000 prices. [0113/R]

OLDSMOBILE main dealers.

OPHEL

MAYNOR MOTORS, Ltd., Opel distributors, buyers

of all models, comprehensive range of spares;

exchange engine and service.—1-6, Southampton

St., Southampton. Tel. 23266/24944. [0526/R]

Opel Cars Wanted

ROWLAND SMITH's, the Car Buyers.—Highest cash

prices for Opel (Hampstead Tube) N.W.5. Ham.

6041. [W4015/R]

Opel Spares and Service

LANCASHIRE, Ltd., North Wales distributors

for sales, service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage

A Lane, Manchester 19. [0513/R]

PRIDE & CLARKE, Ltd., Opel Stockists, quotations,

c.o.d.—Stockwell Rd., S.W.9. Brixton 6251. [S3005/R]

REPAIRS! Parts, universal joints, wings, seat covers,

£24/10; guaranteed engines, suspensions; cars

bought, sold.—Tarrant & Fraser, 10, Winchester Mews,

N.W.3. Pri. 2547. [S4100]

PACKARD

PACKARD sole concessionaires offer:

1951 (series) Packard 200 de luxe saloon, in black,

right-hand drive, automatic transmission,

radio, heater, seat covers, for lamps; £1,395.

LEONARD WILLIAMS & Co., Ltd., Packard Build-

ings, 40, West Rd., Brentford, Middx. [17536]

PACKARD Clipper de luxe, 1947, a beautifully main-

tained car with excellent coachwork, smooth, luxu-

rious performance, late property of a foreign diplomat,

fitted overdrive, radio, heater, all new tyres; £525.—

Oxford Cars (Newcastle-on-Tyne), 71, New Bridge St.,

Tel. Newcastle-on-Tyne 26870. [7123]

Packard Cars Wanted

ROWLAND SMITH's, the Car Buyers.—Highest cash

prices for Packard.—Hampstead (Tube), N.W.5.

Ham. 6041. [W4015/R]

LEONARD WILLIAMS & Co., Ltd.

PACKARD Sole Concessionaires, Packard Buildings,

Great West Rd., Brentford, Middlesex. Ealing 3400.

10191/R.

JOE THOMPSON (MOTORS), Ltd., require Packards

—81-85, Fulham Rd., S.W.14. Kensington 4551.

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Packard

buyers.—Wembley 8691/3903. [W4015/R]

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares,

repairs, specialists.—21-23, Fulham Rd., S.W.14.

Kensington 4858. [S4022]

LEONARD WILLIAMS & Co., Ltd., Packard Sole

Concessionaires, Packard Buildings, Great West

Rd. Brentford, Middlesex. Ealing 3400. [0469/R]

PEUGEOT

1951 Peugeot 203 saloon, black/brown leather, in

superb condition; £565.—Mayfair 0131. [C0062]

1954 Peugeot 203, colour blue, with cloth, radio,

heater, one owner; £725.—Jack Smith

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Renault buyers.—Tel. 8931/3905. (W4018/R)
MAYFAIR GARAGES, Ltd., Top cash prices for Renault.—Balderton St., W.1. May. 5104. (0416)
WELHAM'S RENAULT SALES & SERVICE, Sunbition Hill Rd., Sunbition, Elmbridge 1875, purchase all models. (W4070/R)
OWLAND SMITH'S, the Car Buyers—Highest cash prices for Renault.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

Renault Spares and Service
LANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors—East Glamorgan—spares and service.—Tel. 70531. (0911/R)

RILEY

RAYMOND WAY, of Kilburn.
RAYMOND WAY, the hire-purchase specialists.

1939 Riley 2-litre Nuffield saloon, in really immaculate condition, synchromesh gear box, roomy and extremely smart; 2450s on 666/3 deposit, balance 18 months.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY Canterbury Rd., Kilburn, N.W.6. R. Malda Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

CAR MART, Ltd. (C4047)

1953 Riley 2½-litre saloon, heater, black with beige upholstery; £810. (C4047)

1952 Riley 2½-litre saloon, radio, heater, black/blue with green upholstery; £795.—Car Mart, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. (C4047)

BOON & PORTER, Ltd. (C4047)

1950 1½ saloon, black, 49,000 miles, serviced by us; exceptional; £555.
CASTELNAU, S.W.15 (Hammersmith Bridge), Riv. 4444. (C1022)

ALEX UNDERWOOD offers:—

1937 Riley Adelphi 6 Light saloon, bodywork good, 1½ sound mechanically, an outstanding bargain; £195.—Underwood-Russell (Sports Cars), Ltd., 28, Queensberry Rd., Kettering, Tel. 3351. (C4075)

MAYFAIR COUNTRY CARS offer:—

1950 saloon 2½, fitted H.M.V. radio, heater, lhd. black, red leather; £545. (C4008)

1948 saloon 2½, fitted radio, excellent condition; £525. (C4008)

1947 saloon 1½, black, red leather; £495. (C4008)

1947 saloon 2½, black/brown leather, exceptional condition; £495. (C4008)

EASIEST of terms, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0151. (C4008)

BRADSTOCK MOTORS, Ltd., offer:—

1950 Riley 2½-litre saloon, bronze, green leather, radio and heater, excellent condition; £575.—Chase Rd., Epsom 5897-7. (C1090)

GUY SALMON AUTOMOBILES offer:—

1951 Riley 2½-litre saloon, H.M.V. radio, numerous extras including windscreen washer, excellent condition; £685.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. (C4001)

1947 (July) Riley 1½-litre saloon; £450. (C4001)

1951 (August) Riley 2½-litre saloon, one owner; £695. (C4001)

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Bus. 4466. (C3023)

WORKING MOTORS (MAYBURY HILL), Ltd. (C3023)

1952 Riley 2½-litre saloon, one owner, heater, radio; £765.—Woking 4277-8. (C4057)

GORDON & GLYNN (THE RILEY CENTRE), (C4057)

ENGLAND'S specialist dealers who buy and sell Rileys only, offer:—

£245—(late) 9hp touring saloon, a fine example of this rare model, fitted manual gear box, overdrive and freewheel. (C4057)

£160—1955 Kestrel 1½-litre, a beautiful car in nice condition with a very good performance. (C4057)

£125—(Two) 1953 9hp Monaco saloons, both exceptional cars. (C4057)

ALWAYS a selection of many other models in stock. (C4057)

OUR specialisation ensures your satisfaction. (C4057)

GORDON & GLYNN, 189-195, Pavilion Rd., Sloane Sq., S.W.1 (3 minutes Sloane Square Tube). Sloane 8326/4262. (C2275)

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1935 (April) Riley Kestrel 11.9hp sunshine saloon, green/green hide, any trial; £95. (C4004)

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (C4004)

1955 Riley Pathfinder, works mileage.—Below. (C4054)

1948 (October) 1½-litre Riley, immaculate condition, one owner, low mileage; £535.—Sloane Marcus, Ltd., 35 Sloane St., S.W.1. Sloane 6970. (C3006)

CAMDEN MOTORS for Rileys, see our display advert on page 39 this issue. (C1095)

BUYING? Selling? Performance Cars are your best bet. Please scan page 38. (C3041)

1952 (March) Riley 2½-litre in exceptional condition, 18,000 miles; £795. (C3041)

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Bus. 2874-5. (C4055)

1950 Riley 2½-litre saloon, one owner, radio; £595; 3 months' guarantee, terms and exchanges. (C4054)

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hurnsey, Moultrie 5228 and 5774. (C4054)

1952 2½-litre Riley, exceptional condition throughout, out; £750.—Forum Garage, St. James's Parade, Bath 5522. (C4054)

1948 (March) Riley 1½-litre, one owner, black, very good specimen; £485.—Self's Garage, Great Yarmouth 2379. (C4054)

RILEY

CLARKE & SIMPSON, Ltd., Riley Sales and Service, offer:—

1953 (May) Riley 2½-litre saloon, green, green leather, one owner; £895. (C1048)

1952 (July) hypoid axle model, 1½-litre, green, green leather, heater; £795. (C1048)

1952 (model) registered December, 1951, 1½-litre, 24,000, maroon red, immaculate; £775. (C1048)

1949 (Jan.) 2½-litre saloon, in immaculate condition throughout; £545. (C1048)

1947 (January) 1½-litre, black, green, loose covers, heater, engine just reconditioned; £495. (C1048)

AUTHORIZED to issue B.M.C. warranty to cars which qualify. (C1048)

49, Sloane Sq., London, S.W.1. Tel. Sloane 4727. (C1048)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1940 1½-litre Riley, radio and heater; £315.—355, High Rd., Wembley, Middlesex. Tel. Wembley 4422 and 4423. (C1048)

1955 Riley 1½-litre saloon, new, for immediate delivery; £1,154-9-0. (C1048)

1954 Riley 1½-litre saloon, black, one owner, low mileage; £975. (C1048)

1953 Riley 1½-litre saloon, green, one owner, low mileage, as new; £875. (C1048)

RIPCO, Ltd. (Rileys purchased), 16, Albemarle St., Mayfair, W.1. Hyde Park 2952-3-4. (C1052)

RILEY special 9hp engine and tyres new; offers.—Hodson, Reading St., Broadstairs. (C1047)

1951 Riley 2½ saloon, black, brown leather, radio, one owner, maintained regardless of cost, a superb car; £680.—Below. (C1047)

1952 Riley 2½ saloon, maroon, red leather, radio, heater, many extras, low mileage, maintained in the best condition, a superb car, fine example of what careful ownership can do to keep a car like new; £795; both with written guarantee; terms, exchanges, trade enquiries welcomed. (C1047)

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54, any time. (C1047)

SUSSEX specialists for Riley cars and spares, offer:—

1951 Pathfinder 1954 (June), complete with wireless and loose covers, perfect condition, 3,000 miles only; nearest £1,200.—Write Box 2154. (C1047)

1949 series Riley 2½ saloon, £525; also 1948 Riley 1½ saloon, £475.—Autowork, Ltd., Southgate St., Winchester. Tel. Winchester 4985. (C1010)

1953 Riley 1½, moderate mileage, immaculate, one owner; £795.—Mansfield Autos, Ltd., Euston 2587. (C3001)

BEARDS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. (C0079/R)

£110—1935 Riley 12hp saloon, mechanically sound, terms.—Autosnips, 5, Balham High Rd., Balham 1509. (C1009)

1951 Riley 2½-litre saloon, 'very with red leather, one owner; £675.—Jack Smith, 38, Bruton Place, W.1. Mayfair 0661. (C4062)

XIX 12/4 Adelphi, exceptional specimen, £170; terms, exchanges.—Searle, 25, Church St., Hampton. Molesey 2142/3. (C4069)

1952 Racing Riley 9, 2-seater, 104 mph, 32 mpg, £3,000, perfect; also 1975 best over new car arrived.—Walker, 35, Hooks Rd., S.E.15. (C4069)

1953 Riley 1½-litre saloon, RME series, finished black with brown upholstery, one owner, 12,000 miles genuine, in perfect condition; open to any inspection; £975. (C4069)

RATCLIFFE'S (PURLEY WAY), Ltd., Purley Way, Croydon, Surrey. Tel. Croydon 3678-9. (C4069)

ARCHIE SIMONS & Co., Ltd.—1947 Riley 1½-litre saloon, colour black, one owner only, specimen car for year; £495.—94, Qt. Portland St., W.1. Lan. 1343. (C4013)

1952 (August) Riley 1½ saloon, R.M.E. model, equal to new; £785; terms or exchanges; trade enquiries.—Broadway Motors, 67, High St., Hounslow, Middx. Hou. 0175. (C4013)

1953 (June) 1½-litre saloon, black, brown leather, heater, licensed December, one owner, excellent condition; £825.—Gatensbury Bros., Column Garage, Shrewsbury. Tel. 6272. (C4013)

1949 Riley 2½-litre saloon, in excellent condition throughout, one owner, taxed December; £495.—Harry Martin, 23, Devonshire Place Mews, W.1. Welbeck 3294. (C4013)

JACK ROSE, Ltd., offer 1950-1 Riley 1½-litre saloon, in almost green, one owner, almost unmarked; £595.—Stafford Rd., Wallington, Surrey. Wallington 6677. Also High St., Banstead. Burgh Heath 2376. (C4013)

1947 Riley 2½-litre saloon, superb condition throughout, modified suspension, guaranteed; £450.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston. Kin. 8104. (C4053)

1952 (March) Riley 1½-litre saloon, grey, red leather, heater, one owner, perfect; £735.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (C4053)

A enlarged Riley sales and service depot at the leading Riley distributors for the area; new and used cars on show; demonstrations by appointment.—Tel. or write Coventry Motor Mart, Ltd., Coventry 2146-7. (C446/R)

RILEY 2½-litre Kestrel saloon, Nov. 1940, type 49K R-4-door sports saloon, black with red hide upholstery, extremely well kept, only £275, or hire purchase terms.—Rhind's (Motors), Ltd., 120, Finney Lane, Head Green, Cheshire. Tel. Gatley 3514. (C4053)

CHERRY red Riley roadster (November) 1949, new battery, tyres, gear box brakes reined, engine de-coated, tuned, December, 1954, radio, heater, flame-throwers, screen washers, engine lamp, 29,900 miles, perfect, growing family forces sale.—1, Grange Rd., Highgate, Moultrie 5312. (C4053)

1948 (August) Riley 1½-litre saloon, black, low mileage and absolutely superb condition in every way, obviously a car which has had the right home; £535; exchanges; hire purchase.—B. & H. Motors, 1484-8, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. (C1020)

£485—Riley 1½-litre saloon, black, brown leather, new engine 6,000 miles only, twin foglights, good tyres, an excellent one-owner example of this marque, registered November, 1947, taxed.—R. S. Madge (Sales), Ltd., 41 Queen St., Maidenhead. Tel. Maidenhead 3431-2. (C5011)

RILEY

1951 (July) 2½-litre Riley saloon, black with red leather, 1,000 miles since new engine and gear box, tyres excellent, one owner, private sale.—Tel. Brierley Hill 7436 (business) or Wolverley 274 (home). (C4053)

PRIVATE sale.—1947 Riley 2½-litre saloon, black with brown leather upholstery, bodywork and interior immaculate, mechanically excellent, maintained regardless of expense in A1 condition; owner taking delivery of new car within month; £450 o.n.o.—Box 2147. (C4053)

Riley Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

H. A. SAUNDERS, Ltd., Golders Green, require:—

RILEY cars for cash.—140-144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004)

YORKSHIRE—The Riley Buyers, Bakers of Oakwood, Leeds, S. Tel. 65-8236-7. (W4004)

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0151. (W4004)

REALLY good Riley wanted.—Cobb, 30, Harlow House, London, N.W.1. (W1086)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Car Buyers.—Tel. Wembley 8691/3905. (W4015)

C.N.K. MOTORS require clean Rileys.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Hampstead 5712. (W1052)

XXX H. F. Edwards offer immediate cash for good Riley.—28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

WANTED, nearly new Riley 1½/2½-litre, must be 100 miles; distance to be 600.—Green & Zoni, 246-252, Deansgate, Manchester, 3. Tel. 3325-6. (W2008)

URGENTLY required, 1947-55 Riley 1½- and 2½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (C4053)

THE CAR MART, Ltd., London wish to purchase Riley cars.—382, Streatham High Rd., S.W.16. Streatham 0054. (0969/R)

Riley Spares and Service

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0981.)

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. (C4046/R)

ARCOIT ENGINEERING, Ltd.—Prestonator gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301 and 7321. (C028/R)

ALL Riley sales spares and service facilities are available; new and used models in stock; Rileys wanted in part exchange.—Tel. the Coventry Motor Mart, Ltd., at Coventry 2146/7. (C4045)

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Chislers Lane, Highgate Rd., London, N.W.5. Gul. 5446. (0992/R)

ROLLS-ROYCE

J. OLLING & Co. (MOTORS), Ltd., official Rolls-Royce and Bentley retailers, offer from their selection of used Rolls-Royce cars:—

SILVER Dawn 1954 standard saloon, velvet green and silver, automatic; £4,000. (C4008)

SILVER Wraith 1950, H. J. Mulliner owner driver saloon, midnight blue/blue hide; £3,750. (C4008)

SILVER Wraith 1948 James Young 4-door saloon, mid-blue, blue leather; £2,850. (C4008)

WRAITH 7-seater limousine by Park Ward, black, first del. March 1946; £1,250. (C4008)

PHANTOM II Continental saloon by Park Ward, black/blue, grey panels; £600. (C4008)

25/30 1939 Barker 4-door saloon, black & green/dark green leather; £850. (C4008)

25/30 1937 7-seater limousine, side way seats, black/tawn cloth; £850. (C4008)

AUDLEY House, North Audley St., W.1. Mayfair 5242. (C3050)

RIPON, (C3050)

RIPON, (C3050)

RIPON BROS., Ltd., Huddersfield 7070 (10 lines); also at Leeds, Bradford, Sheffield. (C0905/R)

C. OF P. (C0905/R)

OFFICIALLY appointed Rolls-Royce retailers, offer:—

1952 Rolls-Royce Silver Wraith saloon by Hooper, immaculate complete Rolls-Royce history available, immaculate condition; £4,250.—Pirbright, Surrey. (C1049)

CLARKE'S OF PIRBRIGHT, Pirbright, Surrey. (C1049)

VINTAGE AUTOS, (C1049)

THE pre-war Rolls-Royce specialists.

£295—Rolls 20 1928 2-seater d/h. coupe, with dicky, engine just rebuilt and not yet run-in fitted new hood, 4 new tyres and just resprayed royal blue. (C4079)

ALWAYS a good selection of all types at very competitive prices. (C4079)

66 London Rd., Troine, Tel. Mitcham 3951. (C4079)

PB, Ltd., offer:—

1933 fixed head four-seater coupe by Gurney Nutting. (C4079)

PADDON BROS., 60, Choral Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. (C8053)

ROLLS-ROYCE 1937 30hp, 6-seater; £600.—Gro. 5117. (C774)

ROLLS-ROYCE 2-door fixed head coupe (1935), black; £575. (C1935)

STRATSTONE, 89 Berkeley St., W.1. (Mayfair 4404). (C3022)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

JACK BARCLAY, Ltd.
EXCLUSIVELY for Rolls-Royce and Bentley.
LARGEST official retailers in the world; please write for stock list.
JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 11.15)
H. R. OWEN, Ltd.
LONDON'S leading specialists in Bentley and Rolls-Royce cars, offer the following selection:
1955 Silver Dawn saloon, fitted with automatic gear box, black with beige hide; early del.
1953 Silver Dawn saloon, fitted with automatic gear box, maroon and silver with grey hide; £4,150.
1952 sports saloon by Prestone & Webb, black with grey side panels and grey hide; £4,750.
1951 4-door sports saloon by H. J. Mulliner, finished in green with beige hide; £3,750.
1950 drop head coupe by James Young, finished in green with beige side panels and lawn hide; £3,650.
1936 Ph. III Sedan de Ville by Gurney Nutting, black and heron with beige upholstery; £390.
1935 sports saloon by Hooper, black with beige upholstery; £295.
1934 Owen sedan by Gurney Nutting, finished in black with red hide; £375.
W E are interested in the purchase of Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.
H. R. OWEN, Ltd.
17, Berkeley St., London, W.1. Tel. Mayfair 9060.
JACQUIER, Ltd., offer:
1937 25/30 Gurney Nutting 4-door 4-light saloon, leather, drop division, excellent condition. £795.—Below.
1933 20/25 Connaught saloon with division, attractive. £622.—DOOR.
1933 20/25 Turpin & Maberly 4-light sports saloon, with coat; £495.—Below.
1929 P.11, fitted Coachcraft owner-driver saloon, with boot, extremely modern and should be seen; £495.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8.
MANN EGERTON & Co., Ltd.
1947 Rolls-Royce Silver Wraith touring limousine by Hooper, black with lawn leather upholstery; £2,350.
MANN EGERTON & Co., Ltd.
14, Berkeley St., W.1. Hyde Park 2073.
CREST OF BOURNEMOUTH offer:
1950 Rolls-Royce Silver Wraith owner driver saloon by Windover, 27,000 miles only; £3,550.
1938 Rolls-Royce P. III saloon with division, 48,000 miles only, superb condition; £1,275.
1937 Rolls-Royce P. III touring limousine, two owners; £1,075.
CREST OF BOURNEMOUTH, 14, Westcliff Rd., Bournemouth, BH10 1AA.
MASCOT MOTORS, Ltd., offer:
1938 30hp A. Mullins 6-light saloon with boot; £1,100.
1935 25hp Barker fourseater coupe; £750.
1934 25hp Young sports saloon with division; £600.
1933 25hp Gurney Nutting sports saloon with division; £495.
1933 25hp Barker 4-light saloon with division; £575.
1926 20hp modern fourseater drop head coupe; £550.
A ND many others being reconditioned.
237—543, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2.
DUNCAN HAMILTON & Co., offer:
1935 Rolls-Royce owner driven sports saloon by Mann Egerton, black/brown hide interior, Rolls history, woodwork and upholstery unmarked, fitted heater, especially well cared for; £598, part exchange welcomed.—33, High Rd., Epsom, Surrey. Tel. night or day 3101.
CHIPSTEAD MOTORS, Ltd., offer:
!!! Coupe 25hp 1930 2-str. by Hooper, excellent condition throughout; £390.
!!! Coupe 25hp late 1935 fourseater fixed head by Park Ward, guaranteed mileage 63,000, most attractive; £545.
!!! Coupe 25hp, Sept. 1934, fourseater drop head by Park Ward, engine just reconditioned, low mileage, beautiful car; £695.
!!! Sports saloon 25hp, late 1934, Gurney Nutting, absolutely immaculate and very modern; £645.
!!! Sports saloon 25hp, March, 1936, James Young, one owner, full Rolls history, engine just reconditioned, bodwork unmarked; £775.
!!! Sports saloon 25hp H. J. Mulliner 1936 series, negligible mileage, specimen.
C HIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0522/33/7154.
K NIGHTSBRIDGE MOTORS, Ltd., offer:
1937 (November) Rolls-Royce Phantom III Barker 4-light semi-racer edged sports saloon, with disappearing division and adjustable driving seat, large rear boot 33,000 miles, heater, maker's history, in excellent condition.
1938 (June) Rolls-Royce Phantom III Hooper 4-light sports saloon, with disappearing division, large rear boot, 39,000 miles, titled owner, heater, maker's history, especially maintained.
1 Rivers Mens, Lovelace Place, Belgrave Sq., London, S.W.1. Stans 406.
H EARSLEY 1936 25 HP Guaranteed Chassis complete with Brand new unused coachwork £1160.
Q Station Approach Kew Gardens Richmond 1161
Alpe & Saunders (Coachbuilders) Ltd 7506

ROLLS-ROYCE

SWANMORE GARAGE, Ltd., Bournemouth, offer:
1947 (October) Rolls-Royce Silver Wraith full razor edge 4-door saloon by James Young, no division; £2,465.
1938 Rolls-Royce 25/30 sports saloon by James Young; £1,065.
1937 Rolls-Royce Ph. III sports saloon, H. J. Mulliner; £695.
1936 Rolls-Royce 25/30 saloon (no div.); H. J. Mulliner; £675.
1936 Rolls-Royce 20/25 saloon (no div.), by Park Ward, one owner, 45,000 miles; £875.
1933 R.11s-Royce 20/25 7-seater by Hooper; Ltd.; £455; wonderful condition, one owner throughout. All above in outstanding condition; written guarantees, exchanges or terms.
S WANMORE GARAGE, Ltd., 175-180, Christchurch Rd., Bournemouth, E. Bournemouth. (Tel. Southbourne 48344).
C HARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers.
S HOWROOMS.—10, Berkeley St., W.1. Mayfair 6286.
S ERVICE—Works and Stores: Barnsdale Yard, off Elgin Ave., W.9.
C UNNINGHAM 5936.
E XCHANGE 1937 Rolls-Royce blue sports saloon, beige upholstery, H. J. Mulliner, for a Zephyr convertible; Box 1646.
£850—Rolls-Royce 25/30 saloon, unquestionable condition.—Autowork, Ltd., Southgate St., Winchester. Tel. Winchester 4965.
R at bargain prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., W.E. Riverside 7644.
F OR sale, two-door Phantom I chassis.
1927, Woodhall Nicholson body, moderate condition; what offer?—Box 1924.
1935 20/25 H. J. Mulliner sedan fourseater drop head coupe, two owners since new, immaculate; £675.—36, Nottingham Place, W.1. Welbeck 0542.
£280—1933 20/25 Park Ward, 6 light saloon, exceptional original specimen; terms, exchanges.—Searle, 25, Church St., Hampton, Molesey 2142/3.
595 ens.—Rolls-Royce 1935/36 20/25hp Barker owner-driver saloon, black, sliding head, lawn leather, heater, very carefully used; terms, exchanges, Rowland Smith, 6041.
295 ens.—Rolls-Royce, December, 1925, 20hp Charlesworth 7-seater saloon, black, new Bedford cord upholstery, excellent condition; terms, exchanges, bid, open 7-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.
E DWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock.
1950 Rolls-Royce Silver Wraith, H. J. Mulliner, semi-racer edge, owner driver saloon, 5,000 miles only, one owner, dual grey and grey leather, cost nearly £7,000, new condition throughout, photograph available; £5,495.
M ESSRS. DOWES (D'TON), Ltd., 24/26, Bondgate, Darlington, Tel. 2751/2.
1934 Rolls-Royce 20/25 close coupled saloon with division and side-sliding occasional, by Hooper, faultless throughout, black with grey leather interior; £415, usual terms.—C.N.C.A., Ltd., Bart St., Newbury 2003.
1950 Rolls-Royce owner driver saloon (no division) by Messrs. Windover, 2-tone grey, 27,000 miles, full Rolls-Royce history; £3,550, would consider Rolls-Bentley 1947-1950 in part exchange.—Grange Farm, Everton, Lymington, Hants. Tel. Milford-on-Sea 2109/1.
1939 Rolls-Royce 25-30 Barker flush-boot, 4-door, 4-light, 5-seater saloon with winding partition and sun roof, black, new hide, 2 private owners, magnificent condition and appearance throughout; £725 or exchange.—Wilson Cars, Ltd., 17, Bittern St., Liverpool 5, Royal 356.
1934 LATER SCOTLAND September 1937 30hp Barker chassis 3/4, Hooper 7-passenger limousine, swept tail, folding head, dark blue, face-forwards, 48,000 miles only, excellent condition; £695, would consider Rolls-Bentley 1947-1950 in part exchange.—Grange Farm, Everton, Lymington, Hants. Tel. Milford-on-Sea 2109/1.
£545 !!!—Immaculate Rolls-Royce 25hp 4-door available owner-driver sports saloon, very modern looking with built-in sweep line boot at rear, mechanically excellent and so modern and beautiful that no one could believe this to be 20 years old. 3 months' guarantee; hire purchase, exchanges.
L AMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground).
£695 !!!—Late 1936 Rolls-Royce Barker 25/30 7-passenger limousine, 11 years in the hands of one titled owner, superbly maintained and in most outstanding condition, immaculate black coachwork, modern body styling, swept tail enclosing commodious rear luggage boot, beautifully appointed interior, widest possible occasional, division, Windostens, discs and other extras; this very beautiful Rolls limousine cannot fail to give you a splendid bargain.
C AMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m.
1934 (November) Rolls-Royce 25hp Park Ward sportsman's saloon; this car is fitted with a really most attractive body with a sweeping rear boot, sunroof, 4 doors, fitted radio, heater, all good tyres with twin spares fitted into both front wings; we are at present reconditioning the bodywork in the original colours of dark green, the interior is upholstered in light green leather throughout; mechanically in very good condition and exceptionally quiet even for a Rolls; £550, terms, exchanges.
M AIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pendleton 3457. (C3000)
A & S Limousines 1936/30hp, swept tail, Thrupp, 7-forward partition, black, certified mechanically, excellent. £745.
L IMOUSINE 1937/30hp, Young coachwork, swept tail, partition, 7-forward, black, carefully maintained, immediate. £595.
A LPE & SAUNDERS, Ltd. (Limousines purchased), A Providence Court, North Audley Street, Mayfair—2941.
ROLLS-ROYCE Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041.

Rolls-Royce Cars Wanted

C THE CAR MART, Ltd.—Official Retailers, wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 5434. (0870/R)
JACK
OLDING & Co. (MOTORS), Ltd., official retailers, purchase good used Rolls-Royce cars.—Audley House, North Audley St., W.1. Mayfair 5242. (C3030)
J. MARSHALL.
W ANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition.
J. GARSTON 2569.
R OLLS-ROYCE Phantom III, sports saloon; required at a reasonable price.—Box 2084.
G OOD Rolls-Royce required.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)
S IMPSON MOTORS (WEMBLEY), Ltd., the Rolls-Royce buyers.—Tel. Wembley 3601/3905. (W4015)
XXX H. F. Edwards offer immediate cash for good Rolls-Royce.—200, Great Portland St., London, W.1. Tel. Langham 0012.
W e are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 65, Westow St., Crystal Palace, S.E.19. Livingstone 3562. (W2003)
R OLLS-ROYCE cash buyers, absolutely fair prices paid.—Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Bournemouth, E. Bournemouth. (Tel. Southbourne 43344).
R OLLS-ROYCE 20/25 owner-driver saloon and limousine.—Altwood Garage, Maidenhead, Tel. Littlewick Green 70, evenings and week-ends Littlewick Green 3076.
M ASCOT MOTORS, Ltd., are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.—257, Kensal Rd., W.10. Ladbroke 1231-2.
S OUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. (0350/R)
Rolls-Royce Spares and Service
A SERVICE unequalled
OFFICIAL repairs Rolls-Royce cars
S ERVICING or overhauls.
COACHWORK renovations and accident repairs.
S PARES all models.—Tel. Flaxman 2225 (5 lines).
JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea S.W.3 (near Battersea Bridge). 181022/R
JACK
OLDING & Co. (MOTORS), Ltd., official Rolls-Royce service, overhauls and renovations.—84-90, Holland Park Ave., Kensington, Park 5077.
R OYS AUTOMOBILES, Ltd., reception in Mayfair, 18, Providence Court, North Audley St., Mayfair 5242. (C3030)
C HARLES FOLLETT, Ltd., officially appointed retailers and repairers.
S HOWROOMS: 10, Berkeley St., W.1. Mayfair 6286.
S PARE parts
S ERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningsham 5936-7-8. (0614/R)
A LL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 65, Westow St., Crystal Palace, S.E.19. Liv. 3562. (0064/R)
ROVER 10
£498—Rover 10 1948 saloon, recon. engine; many others.
B ENNETT MOTORS, 1, Clarendon Rd., Holland Park London, W.11. Park 5066-7 (50yds Holland Park Tube).
£475 !!!—1947 Rover 10 de luxe saloon, 48,000 miles, 2 private owners, recorded mileage 27,000, whole vehicle beautiful, outstanding condition.
£355 !!!—1939 Rover 10 special sportsman's coupe, sun roof, full 4-seater, rare vehicle, also choice saloon; 3 months' guarantee; hire purchase; exchanges.
L AMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground).
1946 Rovers, grand condition; £465; written guarantee, terms, exchanges; trade enquiries welcomed.
H AROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54, any time. (C3065)
£495—1947 Rover 10 saloon, grey.—Autowork, Ltd., Southgate St., Winchester. Tel. Winchester 4965.
1940 Rover 10 4-door saloon, black, blue hide, sun roof, carpet, 10 special sportsman's saloon, throughout, guaranteed; £235.—Kings Motors, 1, High St., Bournemouth, Tel. 5532.
R OYS AUTOMOBILES, Ltd., offer:—1939 Rover 10 saloon, exceptional, £295; trade enquiries welcomed; terms and exchanges.—127, Parkway, N.W.1 (nearest Tube, Camden Town Station) Euston 2700 and 6594. (C3069)
ROVER 12
COACHCRAFT offer
£225 o.n.o.—1939 Rover 12 saloon, disc wheels, works replacement engine fitted recently, no corrosion, very good tyres; sound vehicle in very good running order; 3 months' mechanical guarantee; terms to suit and exchanges.—Coachcraft, Elm Rd., Epsom, Tel. 6539.
E LM AUTOSALES offer:—
1946 Rover 12 sports saloon, a truly perfectly maintained example of this popular model in black with brown leather interior, one owner, room new; maintained by Rovers; £435.—Elm Autosales, 61, Hatfield Rd., Wimbledon, N.W.19. Cherrywood 1615. (C2067)
1939 Rover 12 saloon, excellent; £295; 3 months' guarantee, terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Bournemouth 5228 and 5774.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 12

SIMPSON'S MOTORS (WEMBLEY), Ltd., English
Car Sales Division, offer:—

1946 Rover 12, fitted heater, £425.—355, High Rd.,
Wembley, Middlesex. Tel. Wembley 4422
and 4423. [C4015]

£295!!!—1939 Rover 12 de luxe saloon, carefully
maintained by late enthusiast, genuine
vehicle. [C4015]

£475!!!—1947 Rover 12 de luxe saloon, beautiful
bodywork, excellent mechanically; choice 2;
3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms,
421-423, High Rd., Finchley, N.12. Finchley 6221.
(East Finchley Underground). [C2052]

1947 (Nov.) Rover 12hp 6-light saloon, green,
green leather, heater, one owner, perfect;
£465.—Gibsons Sports Cars (Christchurch), Ltd.,
Lyndhurst Rd., Christchurch, Hants. Tel. 1681. 17072

1948 Rover 12 Monte Carlo Convertible, magnifi-
cent specimen, engine just reconditioned,
bargain, £495!!! Also 1956 12 just overhauled and
recellulosed; £150!!!—A.Z. Motors, 100, Palmerston
Rd., N.W.6. Mal. 4723. Open all day Saturday. [C1011]

ROVER 14

GATEHOUSE offer:—

1947 Rover 14 saloon, black, heater, specimen
car, £485.—Gatehouse Motors, Ltd., High-
gate Village, London, N.6. Tel. Mountview 4444.

SIMPSON'S MOTORS (WEMBLEY), Ltd., English
Car Sales Division, offer:—

1936 Rover 14 saloon, very well main-
tained; £175.—355, High Rd., Wembley,
Middlesex. Tel. Wembley 4422 and 4423. [C4015]

£265!!!—1947 Rover 14 black saloon, excellent con-
dition; terms, exchanges.—Automo, Ltd.,
Hamstead 3430. [C4015]

1939 Rover 14 4-light sportsman's saloon, finished
with green leather interior; a very
attractive and fast example; £225.—Below.

1947-8 Rover 14 4-light sportsman's saloon,
black, with black and brown leather
interior and carpets to match, fitted Lucas
chrome twin windscreen horns and chrome pass lamp,
radio, etc.; this is one of the last few Rover 14
saloons and is a very attractive car with a really
excellent performance; £420; terms, exchanges.

MADSTONE ENGINEERING Co., Smethurst St.,
Pendleton, Manchester, 5. Pendleton 3457. [C3000]

FOR sale, 1946 Rover 14 saloon, fitted with wireless,
heater and screen washer, good condition; £450.
Apply Uperton Road Garage, Leicester SE52E. 17439

£475!!!—1947 Rover 14 de luxe saloon, bodywork
like brand new, excellent mechanically,
speedometer records 32,000, but looks and runs like
10,000-miles. [C4015]

£185!!!—Rover 14 saloon de luxe, one of the finest
we have had, beautiful inside and out, special
series 3-carbon engine, genuine bargain; 3 months'
guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms,
421-423, High Rd., Finchley, N.12. Finchley 6221.
(East Finchley Underground). [C2052]

ROVER 16

1939 Rover 16, in excellent condition throughout;
£185.—Lee Green 4555. [C4015]

£465!!!—1947 Rover 16 de luxe saloon, beautiful
vehicle inside and out; 3 months' guaran-
tee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms,
421-423, High Rd., Finchley, N.12. Finchley 6221.
(East Finchley Underground). [C2052]

1947 Rover 16 sports saloon, recent factory over-
haul, immaculate throughout; £465; 3
months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd.,
Hornsey, Mountview 5223 and 5774. [C4054]

1946 black, brown hide, outstanding bargain; £385
or £100 down.—Bray Motors, 180-184, West End Lane,
N.W.6. Hamstead 6450. [C1024]

ROVER (60, 75 and 90)

HATTON, Birmingham.

WE stock a full range of used P4 Rovers, 1950 to
1954; all carefully selected and highly recom-
mended cars, choice of colours and equipment; we send
cars for inspection and trial anywhere in England,
Scotland or Wales; any car taken in part exchange;
h.p. terms arranged; complete on the spot.—Hutton
Motors, Ltd., Official Rover Dealers, 71, Broad St.,
Birmingham. Midland 2437. [C4015]

H. BEART & Co., Ltd. offer:—

1949 (April) Rover P3 model 75 saloon, grey with
grey hide upholstery, chauffeur maintained,
immaculate throughout; £625.

1954 (model) Rover 75 saloon, with central gear
change, finished in black, red upholstery, low
mileage and carefully used by one original owner;—
102, London Rd., Kingston-on-Thames, Kingston 3348.

GUY SALMON AUTOMOBILES offer:—

1953 Rover 75 saloon, black/brown leather, radio,
17,000 miles only from new, one owner, ex-
ceptional condition; £395.—Portsmouth Rd., Thames
Ditton, Esherbrook 5551-5-1. [C4001]

1954 Rover 90 sal., 4,300 miles.—Below.

1952 Rover 75 saloon, immaculate condition; both
carry our written 4 months' guarantee;
Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3.
Tel. Deansgate 3325-6. [C2028]

DENHAM GARAGES (ESHER), Ltd., offer:—

1953 (April) Rover 75, black, blue leather interior,
heater, immaculate condition, 17,000 miles
in the hands of one private owner; £395.

DENHAM GARAGE (ESHER), Ltd., Tel. 3560
Esher, Surrey. [C1100]

HENDON CENTRAL GARAGE, Ltd. offer:—

1948 Rover 75 saloon, black, fitted H.M.V. radio,
heater, tone horns and spotlight, direc-
tor's own property; this car is in top condition, having
recently had a new engine fitted and completely re-
serviced by us; only Rover convertible would be in-
terested in this supreme Rover, which carries a 3
months' guarantee, at the reasonable price of £375.—
Watford Way, Hendon Central, N.W.4. Tel. Hendon
6984-5. [C2034]

1953 Rover 75 saloon, 17,000 miles, in excellent
condition, guaranteed; £355.

R. IPOCO, Ltd., 16, Albemarle St.,
Mayfair, London, W.1. Hyde Park 2952/3/4.

ROVER (60, 75 and 90)

R. F. FUGGLE, Ltd., offers:—

1952 Rover 75, one owner, most carefully main-
tained, colour ivory; £375.—R. F. Fuggle,
Ltd., Bushby Heath, Herts. Tel. 1685. [C2017]

1955 Rover 75, green, green leather, delivery mile-
age; £1,350.—Below.

1954 Rover 90 saloon, ivory with red leather, 4,000
miles, superb condition; £1,245.—Below.

1952 (August) Rover 75, black with red leather,
17,000 miles, superb condition; £385.—
Robbins, East Putney, Tel. 7881. [C3010]

1954 Rover 90 saloon, black, heater, radio, genuine
low mileage; £1,225.

GORDON CARS (LONDON), Ltd., 373, Euston Rd.,
London, N.W.1. Eus. 6611. [C2023]

1948 Rover 75 saloon, green, radio, heater, perfect
condition; £375.—El. Popesgrove 6906. [17514]

1951 Rover 75 saloon, green/grey, heater, radio,
etc., excellent condition; £395.—John Trigg,
Ltd., Esher 1234. [C4056]

1954 (Sept.) Rover 90, 2,000 miles, black and
beige, heater, radio, as new; £1,250.—56,
Nottingham Place, W.1. Welbeck 0542. [C6072]

1949 Rover 75, black, exceptional; £600.—Smith &
Hunter, 376, Kensington High St., W.14. Tel.
Western 2512. [C4019]

1954 Rover 90 saloon, dual grey/red leather,
covers; H.M.V. radio; Ace Rumbellish's
high axle ratio; £1,250.—Below.

1954 Rover 75 saloon, black/red upholstery, wing
mirrors, fog lamps, 11,300 miles; £1,050.—
Below.

1952 Rover 75 saloon, black/red leather, 19,000
miles; £625.—Below.

JACK OLDING & Co. (Motors), Ltd., Nth. Audley St.,
W.1. Mayfair 5242. [C3030]

1953 (Jan.) Rover 75 saloon, green, green hide
upholstery, heater, Undersealed, one owner
only, immaculate; £375.

H. E. NUNN & Co., Ltd.

282 Bury New Rd., Manchester, 7. Tel. Broughton
2201. [C4015]

1951 (January) Rover 75 saloon, black with red
upholstery, 39,000 miles, condition through-
out equal to half mileage shown; £725.

ESSAM & HEWSON, Ltd., 178, London Rd.,
Sheffield. [C357]

1948 Rover 75, green, leather upholstery, good con-
dition throughout; £525.—Wade Auto Ser-
vices, Ltd., 63, North Acton Rd., N.W.10. Egar 5456.
[C315]

1948 Rover 75 sports saloon, mid-green, radio,
heater, fine condition throughout; £375;
written guarantee; terms, exchanges, trade enquiries
welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East
Finchley, N.2. Finchley 0052-53-54, any time. [C4065]

1953 Rover 75 saloon, black/red, radio, 23,000 miles
only; £955; also comprehensive range of
Rover 60, 75 and 90s.—Dunham & Haines, 46, Cyle
St., Luton, 2100-1. [C1079]

ROVER P4 1961, 26,000 miles since new, black with
grey leather in one hundred per cent condition,
heater, £775; Tel. or write to "Orchard Lea," Bay-
worth Lane, Boars Hill, Tel. Oxford 75189. [C4015]

1954 Rover 90 saloon, heater, radio, loose covers,
many extras, 6,000 miles only, indistinguish-
able from new; £1,250.—Sidney Marcus, Ltd., 35,
Sloane St., S.W.1. Sloane 6970. [C3006]

1954 model Rover 75 saloon, finished blue with
blue upholstery, fitted heater and windscreen
washers, mileage 15,700, in excellent condition,
one owner; £1,100.—Shore Garages, Ltd., Port St. Mary,
Isle of Man, Tel. 5109. [C4015]

1949 (August) Rover P3 75 sports saloon, excellent
condition in all respects, one owner since
new, low mileage—since works engine with modifica-
tions fitted, radio, heater, etc., colour black trimmed
grey; £450.—County Garages, Banbury 2458. [C4015]

ROSE & YOUNG, Ltd., offer:—1951 Rover 75 saloon,
19,000 miles only, one owner, in beautiful con-
dition; £750.—65-69, Epsom Rd., Epsom, Surrey
S.W.2 (1 minute Streatham Hill Station). Tube Hill
6464. [C3057]

XXX 1953 model Rover 75 P4 saloon, a really
beautifully maintained one owner car,
green and chromium with green leather, heater, most
attractive example, written guarantee; £395; terms, ex-
changes.—H. F. Edwards, 20, Great Portland
London, W.1. Tel. Langham 0012. [C2005]

£595!!!—The finest 1949 Rover 75 we have recently
had, bodywork like brand new, we mean
this, interior magnificent, excellent mechanically, if
you see and drive this vehicle you could believe it has
only done 5,000 miles; 3 months' guarantee; hire pur-
chase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms,
421-423, High Rd., Finchley, N.12. Finchley 6221.
(East Finchley Underground). [C2052]

Rover (60, 75 and 90) Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

ROVER 60 and 90 cars for cash—140-144, Golders
Green Rd., N.W.11. Speedwell 0011. [W4004]

WANTED, early delivery of new Rover 90 or 75;
would consider nearly new.—Box 1447. [W2037]

1955 or 1954 Rover 90, small mileage, wanted;
please send details and price.—Box 2155. [W475]

LAND-ROVER

HH HARVEY HUDSON, Ltd., the nation-wide Land-
Rover specialists, offer the following selection of
late model Land-Rovers; 6 months' written guarantee;
hire purchase.

1955 Land-Rover station wagon, 86in wheelbase,
all-steel factory body, heater, indicators, etc.,
4,000 miles, as new, fully guaranteed, as new.

1955 model Land-Rover, 4,500 miles, as new.

1954 Land-Rover, one owner choice of 2; £545.

1953 Land-Rovers, choice of 3; £495.

1952 Land-Rovers, excellent condition; £445.

COUNTRY enquiries welcome; representatives for all
districts; write or phone—Woodford, London,
E.18. Watstead 0056. [C2039]

1952 Land-Rover, in new condition, genuine mile-
age 10,000, used as private car only.—Cros-
venor Motors, Rhy. 921. [C4015]

LAND-ROVER

OFFERED BY:—

EVANS (WIMBLEDON), Ltd., a selection of high-
grade used Land-Rovers with 3 months' specific
guarantee.—Evans (Wimbledon), Ltd., Rover Main
Dealers, Alexandra Rd., Wimbledon 0163/4. [0195/R]

HATTON, Birmingham.

WE stock a full range of Land-Rovers, 1948 to 1955,
all cars selected and highly recommended vehicles;
choice of canvas hoods or metal hard tops; we deliver
anywhere in England, Scotland or Wales; any car taken
in part exchange; h.p. terms arranged and completed
on the spot.—Hutton Motors, Ltd., Official Land-Rover
Dealers, 71, Broad St., Birmingham. Midland 2437. [C4015]

1951 Land-Rover, green, one careful owner; £545.
Hale Motors, Ltd. Tel. 7771/4. [C2077]

295 m.s.—Land-Rover, 1950, Perspex side screens,
excellent condition; terms, exchanges, list, open
9-7 week-days and Saturdays.—Rowland Smith, Hamp-
stead (Hamstead Tube), Hamstead 6041. [C4015]

£445—Unique Land-Rover with metal hard-top,
rear seats each side, heater, built-in traf-
ficators, and many other extras, special ivory/green
colour scheme; looks and runs like a new one, ideal for
use with smart caravan; any car taken in part ex-
change, delivery anywhere in England, Scotland or
Wales; h.p. terms arranged and completed on the spot.
—For further details please telephone Birmingham
Midland 2437. Eton Motors, Ltd., 71, Broad St., Bir-
mingham. [C4015]

Land-Rover Cars Wanted

HATTON, Birmingham.

WE purchase outright or trade in for new or used
cars all Land-Rovers, 1948 to 1955, collected
anywhere in England, Scotland or Wales.—Hutton
Motors, Ltd., Official Land-Rover Dealers, 71, Broad
St., Birmingham. Midland 2437. [C4015]

IMMEDIATE cash; all makes of Land-Rover wanted;
highest prices given by—Messrs. 360-370, Eton
High St., W.14. Western 9621. [C4015]

ROWLAND SMITH'S, the Car Buyers—Highest cash
prices for Land-Rover Hamstead (Tube) N.W.3.
Ham 6041. [W4018/R]

HARVEY HUDSON, Ltd.—The nation-wide Land-
Rover specialists wish to buy Land-Rovers; en-
quiries welcome.—Woodford, London, E.18. Watstead
0056. [W2039]

ROVER MISCELLANEOUS

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor
2297.)

HENLY House, 385, Euston Rd., N.W.1. (Euston
4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

Bournemouth (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Ouliver 414).

HENLYS, Ltd., England's Leading Motor Agents.

BEARDS, of Kingston, Rover Specialists, sales, spares,
repairs.—102, London Rd., Finsington, Kingston
3348. [C4015]

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash
prices for Rover—Hamstead (Tube) N.W.3.
Ham 6041. [W4018/R]

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Rover
cars, offers appreciated.—Forsmouth Rd., Guild-
ford, Tel. 62907. [C242/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Rover
buyers.—Tel. Wembley 8891/3903. [W4015]

A LANCIA new Rover required immediately;—54,
Streatham Hill S.W.2. Tel. Hill 2676. [W3016]

POST-WAR Rover saloon wanted.—Gordon Wood-
son, 48a, Drexstead Rd., S.W.16. Streatham 9638.
[W4059]

BIRMINGHAM—Post-war Rovers wanted, distance
no object.—Hutton Motors, Ltd., 71, Broad St.,
Midland 2437. [C214/R]

XXX H. F. Edwards offer immediate cash for
Rover 60, Rover 28-30, Upper High St.,
Epsom Surrey, Tel. Epsom 9400. [W2001]

POST-WAR Rovers wanted.—Wilson's Automobiles &
Coachworks, Ltd., 34, Acre Lane, Epsom, S.W.2.
Bristol 4011. S. Dorking Rd., Epsom, Surrey, Epsom
3901. [W4085/R]

WANTED, nearly new Rover, small mileage, dis-
tance no object, details and price.—Green &
Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel.
Deansgate 3325-6. [W2028]

Rover Spares and Service

LATHWOOD'S GARAGE, 1222, St. James's
Rd., Croydon. Tho. 1222. Main Rover dealers for
Croydon. [C219/R]

GULLIVER ENGINE SERVICE—Rover 12 and 14hp
reconditioned exchange engines—90, Highgate Rd.,
N.W.5. Gulliver 4604. [C582/R]

EVANS (WIMBLEDON), Ltd. area dealers for
Wimbledon and district.—131, Alexandra Rd.,
Wimbledon Tel. C163-4-5. [C167/R]

COLLIER-FISHER Ltd. unsurpassed service, spares
replacement units.—Northwood, Middlesex.
777 (4 lines). [C2047/R]

HIGH RACE MOTORS, Ltd. Datchet, Slough,
Bucks. Rover distributors, for spares and specialist
service.—Tel. Datchet 54. [C2047/R]

R. P. POWELL MOTORS, Ltd. East London area
dealers.—Full repair and spares service available.
—521, Romford Rd., Forest Gate, E.7. Maryland 4614.
[C4015]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAVID ROSENFELD, Ltd., Roger Distributors, Lancashire and Cheshire; very large spare stock available.—Chesham Hill Rd., Manchester. 10556/R Blackfriars 2302.

SIMCA
1955 series Aronde, negligible mileage, as new throughout, guaranteed. £225.—Davies Motors, Ltd., 273, London Rd., Staines, Tel. 221-2-3-4-5. (C1060)
SIMCA Aronde—Several demonstration cars available; very low mileage and maintained in perfect condition.—Details from Fiat (England), Ltd., Water Rd., Wembley. Tel. 22-5551. 10955/R

SINGER
GATEHOUSE offer:—
1950 Singer SM1500 saloon, black, heater, one owner, £245.—Gatehouse Motors, Ltd., Highgate Village, London, N.5. Tel. Mountview 444.

AUTOMOBILIA, Ltd., offer:—
1952 (May) Singer S.M.1500 4-door de luxe saloon, black, beige leather, heater, foglamps, low mileage, excellent condition. £245.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304. (C1069)
JACK POZNAN (AUTOS), offer:—

SINGER S.M., 1952, blue, one owner, 78mpg. £325.

1950 Singer S.M. 1500, black, as new; £239.—395, Hendon Way, N.W.4. 1425-4.

1948-9 Singer Super 100 and one careful owner, genuine car, should be seen; £310.—Beckenham 1039.

1948 (July) Singer 10hp saloon, beautiful condition. £245.—Williams, 154, Park Rd., Timperley, Tel. Sale 5466. 17430

1954 Singer S.M.1500 saloon, silver grey, red interior, twin carburetors, heater, full equipment, low new, £265.

PARKERS, Ltd., Bradshawgate, Bolton 4080.

PRIVATE owner offers 1954 late Singer 1500 de luxe, 3,000 miles, twin carbs, seat covers, etc., as new; £280 o.n.o., taking delivery larger car March. Box 2153.

1939 Singer 10 saloon, black, brown leather, spotless condition, very good mechanically; £195.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9039 new. £265. (C4074)

Singer Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hamstead (Tube), N.W.5. Ham. 6041. (W4018/R)

H. A. SAUNDERS, Ltd., Golders Green, require:—

SINGER cars for cash.—140-144, Golders Green Rd., N.W.11. Speedwell 0011.

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Singer buyers.—Tel. Wembley 8991/3903. (W4015)

Singer Spares and Service

L ANCASHIRE'S, premier stockists.—Coltburst & Grimshaw, Whalley New Rd., Blackburn, Tel. 49091.

The Singer Agents for spares, service repairs, Auto-motors, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 8291. (W0754/R)

GORDON CARS (LONDON), Ltd., the London Singer Distributors, for spares, repairs and service.—St. Albans Lane, Golders Green, N.W.11. Speedwell 4701/2. (W0605/R)

MANCHESTER, South Lancashire, North Cheshire, a specialised sales, service and spares facilities.—Parker, Ltd., Bradshawgate, Bolton (4030) and 176, Deansgate, Manchester (Deansgate 4507). (W0740/R)

SPORTS CARS

CARS for the enthusiast.

I F you require a good pre-war car in excellent condition at a reasonable price we have the finest selection in the country; our stock consists of good veteran, vintage, Continental and sports cars, with all types of coachwork; immediate hire purchase and part exchange; we are open till 9 p.m. 7 days a week, including Saturday and Sunday for inspection.

VINTAGE OFFICE, head office and main showrooms, 66, London Rd., Tooting, Mitcham 3951. Bargain basement for thoroughbreds under £150.—185, Elmers End Rd., Bellingham, Tel. 2521. (C4059)

B & G. MOTORS offer:—

£140 Wolseley Hornet 12, open sports 4-seater, red, twin carbs, 4-speeds, knock-ons, etc.

£138—M.G. 8hp J-type sports 2-seater, positively immaculate in red with new tonneau cover, slab tank, two carbs, etc.

£135—SS 16 open speed model 4-seater, spotless cream cellulose, a thing of beauty and a joy for ever.

£120—Singer 1100cc special sports 2-seater, green, slab tank, etc., specially prepared for this season's club events.

£115—M.G. 12 open sports 4-seater, red, knock-ons, 4-speeds, foldflat screen, etc., most attractive.

£110—Singer 9 Le Mans type open 4-seater, in green.

£105—Standard 9 1936 open sports 4-seater, spotless green.

£95—Wolseley Hornet 12 open sports 4-seater, twin carbs.

£45—Morris 8 1936 Series I fitted utility bodywork, engine hang-on, taxed.

£45—Triumph 10 1934 open sports 2-seater, good hood, goes on button.

MANY many others, easy terms.—B. & G. Motors, Main News, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. (C1019)

BERT MASON SPORTS CARS.

£175—M.G. N.A. Magnette sports 4-seater, 1936, really excellent condition, quite spotless in maroon, unmarred red leather interior, almost new hood and screens; £35, S.S. Jag. super sports 2-seater, good condition, 1/4 screen, etc., terrific performance; £175, B.A.A. Scout sports 2-seater, 1939, perfect mechanically and immaculate in red; £195, Jaguar 2 1/2-litre drop head coupe, 1939; £35, Riley 15/6 Falcon saloon; hire purchase terms on all vehicles; we are open till 9 p.m., many, many more in stock; our hire-purchase terms are made especially to suit you.

BERT MASON SPORTS CARS, 77, Crickethill Rd., Clapton, E.5. Amherst 1814. (C3078)

SPORTS CARS

ROWLAND SMITH'S for sports cars.

675 cns.—M.G. Midget, 1954, T.F. 2-seater, green, one owner, small mileage.

525 cns.—M.G. Midget, September 1952, T.D. 2-seater, H.M. radio.

345 cns.—M.G. Midget, 1947, T.C. 2-seater.

345 cns.—Sunbeam-Talbot 10, October 1946, sports 2-seater.

325 cns.—Morgan 4/4, late 1948, special sports 2-seater.

325 cns.—Frazer Nash-B.M.W., 1958, 326/80 special coupe, high compression engine, 3.7 axle.

245 cns.—Riley, 1937, 1 1/2-litre Lynx sports 4-seater.—Bevor.

125 cns.—M.G. Midget, 1933, 8hp J.2 2-seater; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hamstead 6041. (C4018)

BUYING? Selling? Performance Cars are your best bet. Please scan page 38. (C3041)

1929 4 1/2-litre Bentley short chassis, immaculate, many extras.

FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2974-5. (6656)

CHIPSTEAD MOTORS, Ltd., specialists in high-grade sports and racing cars.—See under Bentley.

Lagonda, Mercedes, Jaguar, Sunbeam, Rolls-Royce and Daimler columns; allow us to quote for your present car. (C1046)

1954 (June) Buckler 1,100cc sports 2-seater, cream, red wheels, 1,600 miles only, multi-tubular frame, very potent, outstanding bargain; £425; easy terms or slow cash taken in exchange.—Bray Motors, 180-184, West End Lane, N.W.6. Hamstead 6490. (C1024)

PETER WHITEHEAD wishes to dispose of his 1954 Cooper-Jaguar, engine completely overhauled by makers, Dunlop disc brakes, whole car in 100% condition and ready for racing; the car did very little last season but was Walsley Trophy, 1st, Snetterton, 4th Oporto Grand Prix; £2,750.—All enquiries to Motorwork (Chalfont), Ltd., Gerrards Cross 2051. (17394)

GORDON WALLACE & Co., offer a Riley 2 1/2-litre saloon, ex. Herbert Feldman, beautifully turned out and fitted many extras, 5.5/1 rear end, close ratio gear box, lightened flywheel, raised c.r. polished ports, Andre telecoil shock absorbers, radio, heater, seal covers, windscreen washers, all sorts of lamps for going forward, backward and sideways; does 34 mpg, 1,000 revs. in top gear, engine completely rebuilt, quite happy at 5,500 revs. fitted set of Michelin X tires, also 2 Dunlop town and country complete with wheels.—147, Cumberland St., Glasgow. South 2936. (W7322)

BUYING? Selling? Performance Cars are your best bet. Please scan page 38. (C3041)

Sports Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hamstead (Tube), N.W.5. Ham. 6041. (W4018/R)

J. H. BROWN & BROWN, require clean sports cars. Ringers Rd., Bromley, Ravensbourne 2322. (W2073)

MERCURY MOTORS wish to purchase good used sports cars of most types.—M.G., Riley, Sunbeam-Talbot, Morgans, etc.; please write, phone or call, giving full particulars of price asked, our representative will call if it is inconvenient for you to come to Wembley.

MERCURY MOTORS, Universe House, 825-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. (W3014)

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Auto-motors, Ltd., Ferry Rd., Barnes, S.W.13. (W0753/R)

side 8291. (W0753/R)

STANDARD 8

PHILIP RICKARDS, Ltd., offer:—

1954 Standard 8 saloon, green, heater, 18,000 miles, part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. (C3051)

CENTRAL GARAGE (CROYDON), Ltd.,

1954 (Oct.) Standard 8 d/l, black, fitted heater and wing mirrors, one owner, 3,000 miles, as new. £495.—Croydon 7464. (C1098)

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1954 Standard 8hp saloon, black, red tyran, heater, taxed for year; £425.

BERKELEY Square, London, W.1. Grosvenor 4343.

CARS AUTO SALES, Ltd., Standard and Triumph distributors.

OFFER used cars of exceptional quality:—

1954 Standard 8 saloon, blue, very well kept; £425.

1954 Standard 8 de luxe, green, heater, showroom condition, 9,000 miles, £325.

1947 Standard 8 saloon, black, one owner; £275.

STANDARD House, South End, Croydon, Croydon 6088 and 0266. (C1102)

1948 Standard 8 saloon, above average; £290.—South & Hunter, 576, Kensington High St., Brompton, N.W.6. Maids Vale 0371. (7542)

1954 Standard 8 saloon, one owner, grey, excellent example; £425.—London 353 Carr. Ltd. 55, Kinnerton St., S.W.1. Sloane 5424. (C3045)

445 cns.—Standard 8 1954 saloon, black, heater, one careful owner, 4,400 miles, spare unused; terms, exchanges.—Rowland Smith, below.

165 cns.—Standard 8 1959 drop head coupe, grey, blue leather, good condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hamstead 6041. (C4018)

1954 Standard 8, 5,000 miles, black, one owner; £440.—Halls (Finchley), Ltd., Odson Parade, North Finchley, London, N.12. Tel. Hillside 1044. (7463)

MONTE CARLO Rally performance Standard 8, twin carbs, 4-branched exhaust, h/c head, high axle ratio.—George Boyle (Sports Cars), Mollington, Ber 3262. (C4078)

MONTE CARLO Rally conversion, as fitted on works entered cars, twin carburettor, high compression head, 4 branch exhaust, manifold, etc.; used and new cars available; demonstrations; send for details.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. (C1094)

STANDARD 8

1947 Standard 8 drop head coupe, magnificent, guaranteed; £240; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. (C4078)

1954 Standard 8 de luxe, black with red leather, fitted heater, low mileage; £495.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (C1016)

PRIDE & CLARKE, Ltd., 1953/4 Standard 8 saloons, low mileage, heater; choice several from £429, 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. (C3068)

ROY'S AUTOMOBILES, Ltd., offer.—1947/8 Standard 8 drop head fourseater, good; £245; trade enquiries welcomed; terms and exchanges.—127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. (C3059)

STANDARD 10

MONTE CARLO Rally conversion. See above under Standard 8; new cars from stock.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. (C1094)

STANDARD 10, 6,000 miles, heater, washers, many extras; £545.—Halls (Finchley), Ltd., Odson Parade, North Finchley, London, N.12. Tel. Hillside 1044. (7463)

1934 leather, new battery, taxed year; £80 or near.—Talgarth, Vineyards Rd., Northaw, Tel. Potters Bar 3262. (C4078)

MONTE CARLO Rally performance Standard 10, twin carbs, high compression head, 4-branched exhaust.—George Boyle (Sports Cars), Mollington, Ber 3262. (C4078)

Standard 10 Cars Wanted

WILL exchange as new '55 Anglia for Standard 10, same condition.—Box 2197. (7653)

STANDARD 12

1947 Standard 12 saloon, one owner, immaculate condition; £255; terms.—Bronesbury Motors, W.14. Tel. Western 2312. (C4019)

£145—Exceptional 1937 Standard 12 de luxe sal., beautiful chassis, etc.; part exchange. (7540)

1939 Standard 12 fourseater coupe, immaculate, guaranteed; £175; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. (C4078)

1939 Standard 12 saloon, colour black, excellent throughout; £195.—Ace of Spades, Great West Rd., Hounslow 476 (Odeley Station Tube). Open 9 a.m.-7.30 p.m. and Sunday mornings (for inspection). (C2050)

STANDARD 11

CARS AUTO SALES, Ltd., Standard and Triumph distributors.

OFFER used cars of exceptional quality:—

1948 saloon, black, fog lamps, demisters; £345.

STANDARD House, South End, Croydon, Croydon 6088 and 0266. (C1102)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1946 Standard 14, 2296; 1947 Standard 14, £310.—355, High Rd., Wembley, Middlesex, Tel. Wembley 4422 and 4423. (C4015)

1948 Standard 14 saloon, black with red leather upholstery, exceptional condition, 3 months' guarantee; £315.

C & W MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). (C1061)

325 cns.—Standard 14 1947 de luxe saloon, sliding door, leather, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

265 cns.—Standard 14 1947 fourseater drop head coupe, heater, terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hamstead 6041. (C4018)

STANDARD VANGUARD

CAR MART, Ltd.,

1953 Standard Vanguard Phase I saloon, black with red vinyl upholstery; £550.

1952 Standard Vanguard 4-door estate car; heater, blue with red upholstery; £625.—Car Mart, Ltd., Gloucester Road, 150, Park Lane, W.1. Grosvenor 3434. (C1039)

AUTOMOBILIA, Ltd., offer:—

1951 (Sept.) Standard Vanguard estate, silver grey, red leather, one owner, excellent condition; £495.

(Nov.) Standard Vanguard, 4-door de luxe saloon, grey, red leather, heater, fog lamps, low mileage, excellent condition; £480.

1948 Standard saloon, timber built body, maroon, oak; £255.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304. (C1069)

KJ MOTORS, Ltd., offer:—

1951 grey, red Vinylde, heater, choice of 2, 1 fitted radio; £445.

1949 Whitehall grey, blue leather, heater, recently recellulosed, excellent offer; £395.

WIDMORE H.D., Bromley, Rav. 3456. (7550)

PHILIP RICKARDS, Ltd., offer:—

1951 Standard Vanguard, black, heater, radio, one owner.

1954 Standard Vanguard, grey, 2,500 miles; part exchange; deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. (C3051)

CHARLES FOLLETT, Ltd., offer:—

1952 Vanguard estate car, grey, heater, one owner, speedo, reading 27,000 miles, excellent condition, guaranteed; £675; h.p. facilities.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9.

CUNNINGHAM 5936. (C2010)

WARWICK WRIGHT Ltd., offer:—

1954 Standard Vanguard saloon, black with red leather, fitted heater, 9,000 miles; £675.

1954 Standard Vanguard saloon, blue with red leather, fitted heater, 6,000 miles; £695.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. (C4045)

1951 Vanguard, black, very clean and sound; £445.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. (C4019)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD VANGUARD

NEWNHAMS, Ltd.
1954 Standard Vanguard saloon, 5,000 miles, heater, Smith. (C1024)
NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646.
CHIPSTEAD MOTORS, Ltd., offer:—

1952 Vanguard estate car, blue, radio, heater, 21,000 miles, immaculate: £625.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154.
CM.I. CAR SALES (Pri. 6623) offer:—

1952 Standard Vanguard, blue, heater, one owner: £485.
THREE months' guarantee; terms; list on application.
SWISS COTTAGE, Finchley Rd., N.W.3. (C1015)
GUY SALMON AUTOMOBILES offer:—

1952 (October) Standard Vanguard estate car, 14,000 miles only, overdrive and heater, grey/blue interior, thoroughly recommended: £695.—
Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Standard Vanguard saloon, £475; also
1952 Standard Vanguard saloon, all extras: £525.
WAY, Hendon Central, (C1054)
Tel. Hendon 2964-5.

WORKING MOTORS (MAYBURY HILL), Ltd.

1953 Vanguard estate, 14,000 miles, in new condition throughout: £715.—Working 4277-8.
BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1954 Vanguard, black, red vinyl, heater, in excellent condition: £650.
1952 Vanguard, black, red vinyl, heater, loose covers, Ace Rimbellishers, 2 spot lamps and many other extras, in immaculate condition: £550.
BERKELEY Square, London, W.1. Grosvenor 4543.

1939—Standard Vanguard 1950, one owner, low mileage; many extras.
BENNETT MOTORS, Ltd., Holland Park, W.11.
Park 5066/7 (50 yds. Holland Park Tube). (C1017)

1952 Standard Vanguard, grey with red interior, heater, 35,000 miles only: £495.
HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). (C2052)

1949 Standard Vanguard: £375, 3 months' guarantee; terms and exchange.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Gorseley, Mountview 5228 and 5774. (C1054)

1954 Standard Vanguard Estate Car, 4,000 miles: £775.
GEOFFREY NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. (C3023)

1954 Standard Vanguard saloon (February, 1954), black: £625.
STRAFTONE, 40, Berkeley St., W.1 (Mayfair 4404). (C4022)

1952 Vanguard saloon de luxe, spotless condition, only one owner, chieftain 2—Belos.
1951—1952 series Vanguard Pukka estate vehicle, only one owner, negligible mileage, spotless throughout; 3 months' guarantee; hire purchase, exchange.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

CARRS AUTO SALES, Ltd., Standard and Triumph distributors.
OFFER used cars of exceptional quality:—

1951 Vanguard Estate car, leather, heater: £525.
1951 Vanguard, heater: £465.

STANDARD House, South End, Croydon. Croydon 6088 and 0249.
1952 Standard Vanguard, black, heater, one owner: £495.—Below.

1951 (October) Standard: £445.—Vanderella, 215, Haverstock Hill, N.W.3. Primrose 4441.
1949 Vanguard, finished in black with red leather, fitted heater: £375.

1951 Vanguard, 13, Bishops Bridge Rd., W.2. Ambassador 8266. (C2053)

1952 Vanguard, grey, heater, 4 months guarantee: £525.—Campbell Symonds, Wembley 6262.
1951 Standard Vanguard saloon, black, with radio, heater, loose covers, one owner, 20,000 miles: £485.—Hale Motors, Ltd., Tot. 7771-4. (C2077)

VANGUARD, 1952 model, low mileage, heater: £495.—
Jack Posner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. (C3063)

1954 Standard Vanguard Phase II saloon, light grey with red interior, de luxe specification, heater, specimen condition, mileage 12,000: £650.
PARKER, Ltd., 176, Deansgate, Manchester. Deansgate 4507. (C5087)

1948—1953 (April) Standard Vanguard estate car, excellent.—G.B. Products (London), Ltd., The Barn, Two Waters, Hemel Hempstead, Tel. Busmound 4326. (C1077)

1953 Standard Vanguard FI saloon, 11,000 miles, mustard, dark green, heater: £595; see exchange enquiries welcome.—G.P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. (C3016)

1954 Standard Vanguard saloon, blue, leather and heater, 6,000 miles one owner: £675.—R. C. Winburn, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. (C4056)

1953 Standard Vanguard Phase II, one careful owner, black with red interior, heater: £640.—L. P. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Lido 5177. (C1077)

1953 Standard Vanguard estate car, heater and radio: £695.—L. Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 247. (C2055)

1951 Vanguard, fitted heater, leather upholstery, really beautiful condition, specially finished in two-tone grey £15 down or £445 cash; exchange invited.—Finchley 1503. (C1077)

1952 Vanguard, grey, red leather, heater, low mileage, one owner: £485; terms, exchange.—Tate & Hitchens, Ltd., Hayes Crescent, Temple Fortune, N.W.11. Speedwell 9671. (C1077)

1953 (Oct.) Vanguard saloon; also 1952
1954 Vanguard saloon, £510; and 1953 Vanguard saloon, radio. £685.—Autovox, Ltd., Southgate St., Winchester Tel. Winchester 4965. (C1010)

STANDARD VANGUARD

675 gns.—Standard Vanguard 1954 Phase II saloon, blue, one careful owner, 1,200 miles, spare unused, brand new condition; terms, exchange.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

525 gns.—Standard Vanguard 1950 4-door estate car, leather, heater, very carefully used; terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1949 Vanguard, grey/red leather, radio, heater, etc., one owner, exceptional: £570; terms, exchange.—Tate & Hitchens, Ltd., Hayes Crescent, Temple Fortune, N.W.11. Speedwell 9675. (C1077)

Standard Vanguard Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. (C4018/R)
ALMOST new Vanguard required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W5016)

Standard Miscellaneous Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. (C4018/R)
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Standard buyers.—Tel. Wembley 6681/3903. (C4018/R)
PRIVATELY owned Standard 12 or 14—5, Brac Court, Kingston Hill, Surrey. Tulse Hill 2768. (W4015)

MARSTON MOTOR CO., Ltd., for your Standard
N.J. Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. (0181/R)

Standard Spares and Service
KJ MOTORS, Ltd.—Spares, reconditioned units, 345, Gilling, Radiomobile agents.—Bromley, Rav. 345. (C1077)

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines, 1938 onwards, quote commission number when ordering.
WHITES GARAGE Ltd., Standard and Triumph Distributors, Grimsby, Tel. 5436. (0475/R)
LARGE stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2, Tel. 29439. (0301/R)

STANDARD spares for all models, largest provincial stockists, Hollingdale, Guildford & Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). (0359/R)

LAKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; phone, write or call, orders dispatched immediately.—39-43, Eden St., Kingston, Kin. 5151-6. (0286/R)

STANDARD models from 1935 (replacement units from 1938), complete overhauls body repairs, recasing, etc.—Puttucks, Ltd. (S.W. Surrey distributors), Alexandra Terrace, Guildford 5391. (0285/R)

MARGATE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate, Tel. Thane 20405. (1999)

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Gilling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5906/9. (0002/R)

STUDEBAKER
METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. (C3064)

1954 Studebaker, Parina type body, 3,000 miles, as new.—Joe Thompson (Motors), Ltd., 91/95, Fulham Rd., South Kensington, S.W.3. Kensington 4658. (C4026)

Studebaker Cars Wanted
SIMPSON MOTORS (WEMBLEY), Ltd., the Studebaker buyers.—Wembley 3903. (W4015/R)

STUTZ
STUTZ 1934 SV16 4-seater luxury sports saloon by Braines Woodall, blue, 36 hp 2-cyl., dual ignition, excellent condition, recently £250 spent, radio, etc., most reluctantly sell, quite abroad, reasonable offer for quick sale.—Fox, Fleamman 8738 or Box 1821.

CHIPSTEAD MOTORS, Ltd., offer:—
1955 model, radio, heater, discs, 5,000 miles, as new, convertible: £1,095.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154. (C1046)

SUNBEAM ALPINE
R. F. FUGGLE, Ltd., offer:—

1954 Sunbeam Alpine specially finished in black, supplied by us new to the one owner, 8,000 miles, complete with additional accessories: £820.—R. F. Fuggle, Ltd., Busby Heath, Herts. (C2017)

WARWICK WRIGHT, Ltd., offer:—
1953 (October) Sunbeam Alpine Roadster, Alpine mist with red leather, 11,000 miles: £345.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. (C4045)

SUNBEAM Alpine, late 1954, under 1,000 miles, heater, radio, etc., selling because this powerful car causing domestic upheaval, cost £1,366; accept £1,000.—Ralph Davis, Ltd., Potters Bar 2371. (17321)

SUNBEAM-TALBOT
W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballard's Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1951 Sunbeam-Talbot 90 sports saloon, bronze with red leather upholstery, heater, radio, seat covers, excellent condition: £500.
W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballard's Lane, N. Finchley, N.12. Tel. Hillside 4444. (C3042)

CAR MART, Ltd.
1952 Sunbeam-Talbot 90 saloon, sliding head, heater, bronze with red upholstery: £615;—
Car Mart, Ltd., 320, Euston Rd., London, N.W.1. Tel. 1212. (C1039)

HILLWOOD MOTORS.—Sunbeam-Talbot 90 saloon, bronze, red interior, built-in radio and heater, one owner: £615.—Mill Hill (London) 4252. (7555)

SUNBEAM-TALBOT

GATEHOUSE offer:—
1939 Sunbeam-Talbot 4-litre saloon, fitted Humber Super Snipe engine recently, first-class condition: £235.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (C2021)

BRYCE MOTORS offer:—
1953 Sunbeam-Talbot IIA saloon, black, heater: £760.
1952 Sunbeam-Talbot Mk. II saloon, satin bronze, heater: £650.
1952 Sunbeam-Talbot Mk. II saloon, satin bronze heater: £670.

BRYCE MOTORS, Routers Group Main Agents, Stratford-on-Avon, Tel. 2700. 17318
B. J. HUNTER, Ltd., offer:—

1950 (October) Sunbeam-Talbot 90 coupe, fitted heater, in really superb condition: £575.
B. J. HUNTER, Ltd., 28, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

TOM GARNER, Ltd., offer:—
1954 Sunbeam-Talbot 90 Mark IIA saloon, Alpine mist, 1,900 miles only: £1,045.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-7. (C2029)

BERT MASON SPORTS CARS.
1938 Sunbeam-Talbot 10 4-seater sports tourer, quite exceptional in every way.
BERT MASON SPORTS CARS, 77, Crickfield Rd., E.5. Amherst 1814. (C3078)

WARWICK WRIGHT, Ltd., offer:—
1953 Sunbeam-Talbot 90 Mark IIA saloon, Alpine mist with red leather, fitted radio and heater, 13,000 miles: £735.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. (C4045)

GUY SALMON AUTOMOBILES offer:—
1953 (August) Sunbeam-Talbot Alpine sports 2-seater, ivory/red leather, 15,000 miles only from new, one owner, immaculate: £785.—Portsmouth Thames Ditton, Esherbrook 5551-2-3. (C4001)

PHEENIX MOTOR CO. (SURREY), Ltd.
FOR all Routers Group products.

1951 (Feb.) Sunbeam-Talbot 90 Mark 2 saloon, green with red interior modified to Alpine specifications, thoroughly recommended, new engine available: £595.
PHEENIX MOTOR COMPANY (SURREY), Ltd., 1121, Phenix House High St., Sutton, Surrey. Villant 1121. (C1024)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—
1949 Sunbeam-Talbot convertibles, fitted with radio, heater, etc.: £560.
MARLBOROUGH Works, Kenton. Tel. Wordsworth 1121. (1999)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1952 Sunbeam-Talbot, heater, seat covers: £665.
1940 Sunbeam-Talbot, £275.—355, High Rd., Wembley, Middlesex. Tel. Wembley 4422 and 4423. (C4015)

1952 S. Talbot 90 coupe, one meticulous owner, many extras: £725.
GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. (C2023)

1951 convertible, heater and host of extras, superb car, gunmetal/grey: £595.
ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. (C1034)

1949 Sunbeam-Talbot 40 4-door black saloon: £485.
STARNE'S MOTORS, 105, The Broadway, Cricklewood, N.W.2. Tel. Gladstone 2480 or 0298. (17235)

CAMDEN MOTORS for Sunbeam-Talbots, see our display advert, on page 39 this issue. (C1024)

1951 grey leather, heater, loose covers: £595.
CLARKE & SIMPSON, Ltd., 49, Cloane Sq., S.W.1. (C1048)

1952 90 blue saloon, 34,000 miles, specially maintained for diplomat leaving England; reasonable offer.—Primrose 2861. (17669)

1950 (June) Sunbeam-Talbot 90 saloon, bronze, 36,000 miles, extras, immaculate condition, taxed: £545.—41, Knutsford Ave., Watford, Herts. (Watford 1188). (C1046)

1950 Sunbeam-Talbot 80 saloon, black with red leather, reconditioned engine, one careful owner from new: £525.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1188. (C1046)

1951 Mk. II Sunbeam-Talbot 90, 26,000 miles, loose covers, in excellent condition throughout: £575.—Brew Brothers, Ltd., 153, Old Brompton Rd., S.W.7. Fremantle 3333. (C1083)

1951—1952 series Sunbeam-Talbot 90 sports saloon, speedometer records 18,000, whole vehicle specimen condition, looks and runs like 5,000.—Below.

1950—1950-1 Sunbeam-Talbot 80 de luxe saloon; all choice beautiful drop head coupe, 3 months' guarantee; hire purchase, exchange.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

1950 Sunbeam-Talbot 90 drop head coupe, one most careful owner, recently relined and overhauled, new hood, excellent tyres, seat covers: £585.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent, W.1. 8th, 5215. (C4036)

795 gns.—Sunbeam-Talbot 90 1953 Mk. IIA sports saloon satin bronze, sliding head, red leather, heater, screen washers, Lucas passlight, Ace Rimbellishers, exceptional, terms, exchange.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

465 gns.—Sunbeam-Talbot 90 1949 model sports saloon, sliding head, leather, radio, heater, loose covers, excellent condition, tyres, seat covers, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1953 (April) Sunbeam-Talbot Mark IIA saloon, blue, beige leather, radio, heater and fog lamp, one owner, genuine 18,000 miles, 250 Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1661. (1070)

1952 (May) Sunbeam-Talbot saloon, black, red leather, radio, heater, foglight, good tyres, a fine example of a one-owner car, taxed: £675.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (C3011)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

GEORGE HARTWELL, Ltd., the Sunbeam-Talbot specialists, offer comprehensive selection of guaranteed used Sunbeam-Talbot 90, Mark II, Mark IIA and Alpine from £425; exchanges; hire purchase; details, information on request to Mr. Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4161. (C2079)

1953 (September) Sunbeam-Talbot convertible, throughout, in exceptionally good mechanical condition, heater, radio, many extras; £750; h.p. terms arranged, part exchanges considered. Apply Pondtail Garage (1952), Ltd., Kings Rd., Fleet. (Tel. Fleet, Hants, 9.)

CARR BROS. GARAGES OF FURLEY (SURREY). C amongst their wide selection, have a excellent saloons well worth inspection: 1951 model 90, immaculate inside and out, fitted radio, heater, etc., only £620; 1946 model 90, first-class order, equally well fitted, sacrifice, 480; part each; deferred terms, demo. anywhere; open late and week-ends—Uplands 4412. (C1041)

Sunbeam-Talbot Cars Wanted

R. COOTES.
DISTRIBUTORS.
REQUIRE modern low-mileage Sunbeam-Talbot cars.
BIRMINGHAM—Lower Temple St. (Central 8411).
MANCHESTER—129, Deansgate (Blackfriers 6677).
MAIDSTONE—(Maidstone 5333).
CANTERBURY—(Canterbury 5232).
ROCHESTER—(Chatham 2231).
WROTHAM Heath.—(Borough Green 4.)

COOTES, Ltd., Devonshire House, Piccadilly, W.1.
Tel. Grosvenor 3401. (0111/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hamstead (Tube) N.W.4, Ham. 6041. (W4018/R)

H. A. SAUNDERS, Ltd., Golders Green, require:—

SUNBEAM-TALBOT cars for cash.—140-144, Golders Green Rd., N.W.11, Speedwell 0011. (W4004)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Sunbeam-Talbot buyers.—Tel. Wembley 8691/9903.

RICHARDS & CARR, Ltd., buy Sunbeam-Talbots.—55, Kinnerton St., S.W.1, Sloane 5424. (W5045)

ALMOST new Sunbeam-Talbot required immediately.

A.—54, Streatham Hill, S.W.2, Tulse Hill 2676. (W5016)

XXX H. F. Edwards offer immediate cash for good Sunbeam-Talbot.—28-30, Upper High St., Epsom Surrey, Tel. Epsom 9400. (W2001)

URGENTLY required.—1949-55 Sunbeam-Talbot saloons.—Gilson Sports Cars (Christchurch, Ch.) Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. (0707)

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham, Tel. 46381. (0465/R)

SWALLOW DORETTI

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1955 Swallow Doretti 2-seater sports, Perspex side screens, hood quarter lights, plates, delivered London. £1,118/10/1. (C4004)

AUSTIN HILL, 140-144, Golders Green Rd., Golders Green, N.W.11, Speedwell 0011 (10 lines). (C4004)

TALBOT

£225—Talbot 1938 Coupe de Ville, new hood, ex cond.—Put. 4276. (T561)

£129—Talbot 4-seater drop head model 1951 sports saloon, immaculate.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube), Balh. 1107-4. (C2024)

165—Talbot 1953 3-litre sports saloon, sliding head, leather, i.f.s. very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays. Rowland Smith, Hamstead (Hamstead Tube). (C4018)

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hamstead (Tube) N.W.4, Ham. 6041. (W4018/R)

Talbot Spares and Service

LARGE stocks new and second-hand Talbot spares. 1929-36, included ambulance.—Clare's Motor Works 906, Knight's Hill, London S.E.27, Gipsy Hill 2133. (0865/R)

JOHN BLAND for pre-war Talbot spares and repairs; many spares manufactured, including water pumps, water manifolds, oil filters, etc., exchange service; spined wheel hubs.—7, Southlands Rd., Wandsey 1612. (0896/R)

TRIUMPH

W. HAROLD PERRY, Ltd., Ford Main Dealers, 379, Ballards Lane, N. Finchley, N.12, Tel. Hillside 6444 offer:—

1953 Triumph Mayflower saloon, black with beige leather upholstery, heater, one previous owner, 16,500 miles, an immaculate car; £515. (C3042)

W. HAROLD PERRY, Ltd., Ford Main Dealers, 379, Ballards Lane, N. Finchley, N.12, Tel. Hillside 6444. (C3042)

RAYMOND WAY

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1947 Triumph 1800 Roadster, in really immaculate condition throughout, radio, heater, Ace Rim-bellishers, new head, very sound mechanically, 42,000 or £113/19 deposit, balance 24 months.

HIRE-PURCHASE terms on the spot with no reference, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maid. Vale 6944 connecting all branches and departments. (Kilburn, Park Station, Bakerloo line, 150 yards). (C4047)

TRIUMPH

CAR MART, Ltd.

1953 Triumph Mayflower saloon, heater, blue with beige upholstery, 5555.—Car Mart, Ltd., 297, Euston Rd., London, W.1. Euston 1212. (C1039)

BENTALLS, Ltd.

1948 Triumph 1800 saloon, radio, heater; £435.—Kingston-on-Thames. Kingston 1001.

BURGE & INGLIS, Ltd.

1949 Triumph Roadster 2000, heater, good tyres and hood, needs repainting; £585; part exchanges car or motor cycles; terms.—Dudden Hill Lane, N.W.10, Willesden 4869. (C4017)

B. J. HUNTER, Ltd. offer:—

1954 (November) Triumph TR2, low mileage, indistinguishable from new; unrepainted at £775.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6303. (C2040)

TOM GARNER, Ltd. offer:—

1949 Triumph 2000 Roadster, bronze; £465.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2 Blackfriars 9265-7. (C2060)

H. A. SAUNDERS, Ltd. offer:—

1953 Triumph Renown, black, beige upholstery, heater; £725.

836—842, High Rd., N.12, Hillside 5272 (8 lines). (C2027)

BRADSTOCK MOTORS, Ltd., offer:—

1949 Triumph 2000 Roadster, black, red leather, heater, excellent condition; £445.—Chase Rd., Epsom 5696-7. (C1090)

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 Triumph Mayflower saloon, low mileage, fitted heater, perfect condition throughout; £525.—Watford Way, Hendon Central, N.W.4, Tel. Hendon 804-5. (C2034)

PARADE MOTORS (MITCHAM), Ltd. offer:—

1949 Triumph Renown 2000, one owner, beautiful car throughout 26,000 miles; £465.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3592. (C3036)

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1952 Triumph Mayflower 10hp saloon, 1½-litre, black/red hide, one owner, unblemished, highly recommended; £465.

AUSTIN HILL, 140-144, Golders Green Rd., Golders Green, N.W.11, Speedwell 0011 (10 lines). (C4004)

TRIUMPH Renown saloon (Feb.) 1952, grey; £550.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404). (C4022)

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1953 (December) Triumph TR2, with overdrive, British racing green, not raced or been in competitions, in excellent condition; £750.

BERKELEY Square, London, W.1, Grosvenor 4343. (W5228)

CARRS AUTO SALES, Ltd., Standard and Triumph

OFFER used cars of exceptional quality:—

1952 Triumph Mayflower; £495.

1953 Triumph Mayflower, grey, heater, excellent condition; £525.

STANDARD House, South End, Croydon. Croydon 6008 and 0266. (C1102)

TRIUMPH Mayflower October '51 black saloon, immaculate; £410.

1950 Renown black saloon, radio and heater; £450.

STARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2, Tel. Gladstone 2480 or 0296. (T230)

MAYFLOWER 1952 (May), 17,000m., superb, many extras; £500.—Tel. Tulse 3405. (W5797)

1953 Triumph Renown black/fawn, heater, radio, 13,000 miles, ex owner; £795.

1951 Triumph Renown, grey, heater, reconditioned engine, extremely clean; £550.

RAY POWELL, Ltd., 392-4, Eastern Avenue, Ilford, Essex. (W540)

1953 (May) Triumph Mayflower, 8,000 miles, immaculate, spare unused, colour black, red leather; £560.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Tel. Potter St. 121. (C3038)

£495—Triumph Mayflower saloon 1952, one owner, carefully used, leather upholstery, heater.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2, Gladstone, 2234. Open week-days 8 a.m. to 6 p.m. (C2008)

1955 (July) TR2, 8,000 miles, wire wheels, taxed, immaculate; £765.—Tolworth Motors, Ltd., Kingston By-pass, Tolworth, Elmbridge 2254. (C4001)

1950 Renown saloon, maroon, one owner, excellent car; £525.—Dorking Motor Co., Ltd., Dorking 2256. (C1068)

1951 Triumph Renown saloon, black, fitted heater, first class condition; £545.—Hale Motors, Ltd., Tel. 777-4. (C2077)

1952 Mayflower, radio, superb throughout; £475.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1, Sloane 5424. (C3045)

179—TR2, reg. 1955, pearl white/red; £525.—Loxham, Whitegate Drive, Blackpool. Marston 754. (W7332)

1951 (October) Triumph Mayflower black saloon, one owner from new, in really beautiful condition; terms and exchanges; £450.

STARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2, Tel. Gladstone 2480 or 0296. (T230)

£595—1952 Triumph 2000 saloon de luxe, beautiful condition; choice another with overdrive; 3 months' guarantee; hire purchase, exchanges.

L 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2062)

1952 Mayflower, beautiful condition, 17,000 miles, blue, extras; £500; h.p. can be arranged; private.—5, Tolpits Lane, Watford, Tel. 4531. (W3861)

1951 Triumph Renown 2,000cc saloon, heater, etc.; £495.—exchanges, terms.—Palmer's, Russell Gardens Meas., Kensington, W.14 Park 9704 and 9968. (C3084)

TRIUMPH

L. P. DOVE offer very low-mileage TR2, demonstrator, now available, excellent opportunity to save £50; write for full details.—69, Broadway, Wimbledon, S.W.19, Liberty 3458. (01077)

JACK ROSE, Ltd., offer 1951 Triumph Mayflower, 7 clear inside and out, many extras, 26,000 miles; £445.—Stafford Rd., Wallington, Surrey, Wallington 6677. Also High St., Banstead, Burgh Heath 2376.

TRIUMPH Mayflower saloon, registered 14.5.55, grey/blue, 21,465 miles on.y., complete with heater, extremely well kept throughout; £525.—E. J. Baker & Co. Ltd., Dorking 5622. (W706)

1951 Triumph Renown, black, fitted heater, one owner, excellent condition throughout; £495.

B. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2, Bayswater 0083. (1065)

1952 Triumph Renown limousine, black, radio, covers, one owner, 18,000 miles; £595.—Halls (Finchley), Ltd., Odson Parade, North Finchley, London, N.12, Tel. Hillside 1044. (W432)

1949 Triumph Roadster 2-litre, black with grey upholstery; reconditioned engine, one owner, in first-class condition throughout; £450.—Smith's Motors, Dovercourt, Tel. Harwich 700. (W736)

1950 Triumph Renown saloon, grey/grey, heater, one owner, exceptional condition throughout.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction), Bant. 2252. (C3522)

1949 Triumph Roadster, bronze with red leather, reconditioned engine, one owner, fitted radio, excellent condition; £450.—Weybridge Automobiles, Ltd., Queen's Rd., Weybridge, Tel. Weybridge 2353. (W7637)

£499—1952 (May) Triumph Mayflower, comet blue, heater, loose covers, wing mirrors, one careful owner, a specimen low-mileage car.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (C3011)

1949 absolutely immaculate condition, 39,770 miles, probably the best example available, open expert inspection; £495, might consider 8-10hp car or utility in part exchange.—Box 2184. (W7638)

465—Triumph Renown (October) 1950 razor-edge saloon, leather, radio, heater, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hampstead 6041. (C4018)

1951 Triumph Mayflower drop head coupe, a very nice and desirable car; £495, new Melloroid hood, radio, heater, very carefully used, superb condition, guaranteed.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Mol. 6109. (C4053)

Triumph Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hamstead (Tube) N.W.4, Ham. 6041. (W4018/R)

ROADSTER wanted.—45, Shirehall Park, N.W.4, Bant. 1646. (W4018/R)

PRIVATE buyer for cash, TR2, overdrive preferred.—54, Millers Rd., Brighton 56555. (W7199)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Triumph buyers.—Tel. Wembley 8691/9903. (W4015)

ALMOST new Triumph required immediately.—54, Streatham Hill, S.W.2, Tulse Hill 2676. (W5016)

REALLY good Triumph Roadster or TR2 wanted in C. Cobb, 30, Harley House, London, N.W.1. (W1086)

MARSTON MOTOR CO., Ltd., for your Triumph.—N 15 Tel. Sia 8000.—Seven Sisters Rd Tottenham. (0102/R)

£750 offered for low mileage, unraced, B.R.G. TR2, fullest details to.—Buttold, Tech. Wing, R.A.F., Widenhatch, N.A.O.R. 34. (W7414)

Triumph Spares and Service

TRIUMPH distributors, or spares, service and repairs.

TEL. Leakester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-8. (01918/R)

BASIL ROY, Ltd., Triumph Spares Stockists, 161, Great Portland St., London, W.1. Lan. 7753. (0143/R)

L units.—John Kaye (Leeds), Ltd., New York Rd., Leeds 2, Tel. 294393. (10302/R)

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingshead and Sons, Ltd., Stockport (Tel. 4464); and "Prince's Drive, Colwyn Bay (Tel. 3322). (0355/R)

UTILITY CARS

UTILITY VEHICLE CENTRE offer:—

A LARGE selection of post- and pre-war Utiliteons, estate car station wagons, etc. always in stock; enquiries invited.

100 Great Portland St., London, W.1. Langham 6044-5. (Private Branch Exchange) (C4072)

CEIPSTEAD MOTORS, Ltd., offer:—

1954-5 Bedford Spumortility, 14,000 miles only, dual metallic blue, fitted heater, etc., completely as new; £735.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3, Faxman 0052/7253/7154. (C1046)

ROWLAND SMITH'S for Utility cars.

525—Standard Vanguard 1950 4-door estate car, leather, heater, very carefully used.—Bentley's, 295, Strand, W.C.2, Tel. Strand 3666. (W7074)

295—Land Rover 1950, Perspex side screens, excellent condition.—Below.

275—Ford 8 (November) 1948 Utilicon, fold-down rear seating exceptional.—Below.

265—Jowett Bradford (November) 1950 utility, removable rear seating, carefully used, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hampstead 6041. (C4018)

1948 Bedford Utilicon 12hp, sound throughout; £695.—Below.

1949 Fordson 10cw utility, wooden body, beige, wonderful condition, suitable private or commercial; £315.

VARE MOTORS, 472, Archway Rd., Highgate, N.6, Lond. N. 939 & 5306. (04074)

BEDFORD Dormobile, new.—Valentine 4674 9 till 7 p.m. (C2018)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY CARS

1951 Standard Vanguard estate car, excellent condition throughout; £495.—Below.
1949 Standard Vanguard estate car, 4-door, very good condition throughout, fitted radio; £425.—Hale Motors, Ltd., Tel. 7771-4. (C2077)

1951 model A40 estate car, in excellent condition; £455.

ERIC HAYES, Ltd. 13, Bishop's Bridge Rd., W.2. Ambassador 8266. (C2033)

£445 1951 Standard Vanguard Utility, 4 doors, beautiful condition, choice 2.—Below.

£445 1950 Austin A40 Countryman, one owner; beautifully maintained.—Below.

£425 1946 Alvis 14hp 4-door utility, excellent chassis, carefully used; 3 months' guarantee; hire purchase, £20 p/week.

LAMBS OF WOOD GREEN, Finchley Showrooms. L 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C10252)

CANDEN MOTORS for Estate cars and Utilities, see our display advert, on page 39 this issue. (C1035)

BEDFORD DORMOBILE, 3 available, mileages 500 and 1,000.—Lothams, Whitegate Drive, Barnet, London N.4. (C1035)

1954 Bedford Dormobile, run 3,000 miles only; £650.—Laurie Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. (C2032)

BUNTINGS MOTOR EXCHANGE for Utilities, all makes, Bradford specialists, list on request.—Barnfield Lane, Harrow, Tel. 2225. (C1061/2)

1955 Bedford Dormobile 7-str., finished Westminster green, works mileage only, list price, £600.—Brixton, Box 2052. (C1061/2)

1950 A40 utility van; £295.—Montrose Motors, Buckhurst Hill, Essex. Tel. 1171. (C1062)

1946 Humber Super Snipe utility; £165.—Montrose Motors, Buckhurst Hill, Essex. Tel. 1171. (C1062)

1953 (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171. (C1062)

£410 1951 Alvis 14 estate car, also 1950 Alvis 14 estate car, £415.—Autowork, Ltd., Southgate St., Winchester. Tel. Winchester 4965. (C1010)

1954 Bedford Dormobile, 4,000 miles only since new, finished green, unblemished; £675.—Dunham & Haines, 46, Castle St., Luton 1007. (C1079)

BEDFORD DORMOBILES by Martin Walter, A few low-mileage models in stock.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.10. Tudor 2301-2. (C3018)

ROSE & YOUNG, Ltd. offer 1953 Austin A70 Countryman, beautiful condition, £765.—52-53, St. Nicholas Ave., Streatham Hill, S.W.13. (C3057)

1954 Austin A40 Countryman, heater, extras, 9,000 miles.—Bridges & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane, London, W.C.2. (adj. Leicester Square Tube Station)/Temple Bar. (C3058)

CLASSIC MOTOR MART—1955 Morris Dormobile, blue, 12 seats, genuine 300 miles, £675; 1953 Standard Vanguard 2-door de luxe estate, 15,000 miles, one owner, £295; all estates sold in the same outstanding condition as our cars; written guarantee.—5, Warren St., W.1. Euston 3523. (C1040)

ROY'S AUTOMOBILES, Ltd. offer—1953/4 Mini estate, £550 and £495; 1951 A40, £395; 1949 Ford V8, £250; 1948 Bradford de luxe, £225; 1938 Ford V8, £125; 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 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1954 Wolseley 4/44 saloon, radio, heater, maroon with maroon upholstery; £775.—Car Mart, Ltd., 163, Bromley Rd., Catford, S.E.6. Hither Green 1001. (C1039)

SLOCOMBES, Ltd.

1946 Wolseley 10, black, brown leather upholstery, very nice appearance and well maintained; £355, unique guarantee; terms, part exchanges cars or motor cycles.—32-52, Dudden Hill Lane, N.W.10. Willesden 4869, also at 579, North Circular Rd., N.W.10. (C4017)

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1950 (July) Wolseley 4/50, black, brown leather, fitted heater, etc., one owner, moderate mileage, in beautiful condition throughout; £495.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. (C1067)

TOM GARNER, Ltd., offer:

1953 Wolseley 4/50 saloon, grey, heater, 16,000 miles, £445.—Tom Garner, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6-7. (C2020)

H. BEART & Co., Ltd., offer:

1954 (August) Wolseley 4/44 saloon, black with brown upholstery, fitted loose seat covers, genuine mileage, under 3,000 and like new throughout; £795.—102, London Rd., Kingston-on-Thames. Kingston 3348. (C1081)

WARWICK WRIGHT, Ltd., offer:

1954 Wolseley 4/44 saloon, grey with grey leather, fitted heater, 10,000 miles, £795; another in dark green, similar miles, £795.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

1953 Wolseley 6/80, 12,000 miles, as new; £655.

SOUTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7793. (C4016)

1951 Wolseley 6/80, metallic blue saloon, radio and heater; £485.

STARNES MOTORS, 105, The Broadway, Crickwood, N.W.2. Tel. Gladstone 3480 or 0286. (7232)

1951 6/80 saloon, blue/grey brown interior, one owner; £525.—Dorling 2556. (C1068)

1955 Wolseley 4/44 saloon, black/brown, 1,500 miles.—Grosvenor Motors, Rhyll 929. (7423)

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BEARTS OF KINGSTON, Wolseley distributors—Sales, spares and repairs.—102, London Rd., Kingston, Tel. 3348. (1087/R)

1947 Wolseley 10 saloon, magnificent, guaranteed; £520; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. (C4078)

1947 Wolseley 18 saloon, immaculate, guaranteed; £225; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. (C4078)

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1948 Wolseley 18 saloon, reconditioned engine, real bargain; £310.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mai 4723. Open all day Saturday. (C1011)

695 gns.—Wolseley 4/44, September, 1955, saloon, black, brown leather, heater, one careful owner, 8,000 miles, spare unused; terms, exchanges.—Rowland Smith, below.

395 gns.—Wolseley 4/50, 1949 saloon, maroon, brown leather, heater, terms, exchanges.—Rowland Smith, below.

95 gns.—Wolseley Hornet, 1955 saloon, sliding head, leather, excellent condition; terms, exchanges.—Rowland Smith, below.

1953 Wolseley 4/44 saloon in black, brown leather upholstery, low mileage, carefully maintained; £695.—R. S. Curtis & Co., Ltd., 105, Westbourne Grove, W.2. Baywater 0094. (1065)

1954 Wolseley 4/44 saloon, black/red, heater, screen washers, foglight, 9,000 miles, excellent condition; £765.—Dobson, Ltd. (Wolseley Agents), Sloane 801. (C1074)

1951 Wolseley 6/80, registered December 1950, one owner, black, brown leather upholstery, radio, heater, low mileage, taxed, as new; £510.—F. Dove, Ltd., Guildford Rd., Woking, Tel. Woking 1282. (1065)

1953 6/80 saloon, one owner, mist blue, heater, washers, as new; £595.—Speedsters, Ltd., Cross Oak Lane, Salfrons, Nr. Redhill. Horley (Surrey) 628. (C4020)

1938-9 Wolseley 25 saloon, first-class running order, very smart, in excellent condition, one owner, price, £125 o.n.o.—13, Rock Rd., Peterborough. Tel. 5615 evenings. (7030)

CASS'S MOTOR MART, 1952 Wolseley 6/80 saloon, grey, heater, outstanding condition, one owner; £595, written guarantee. 5, Warren St., W.1. Euston 3523. (C1040)

WOLSELEY
£259—1939 Wolseley 12/4 de luxe saloon, immaculate condition, bargain; also 1939-40 Wolseley 14, as above; £269.—G. P. (Balmah), Ltd., 2c, Balmah Hill, S.W.12 (100 rds). Clapham South Tube. Batt. 1107-8-9. (C2024)

1953 (Sept.) Wolseley 4/44 saloon, dark green, several extras, 5,000 miles, supplied and maintained by us, indistinguishable from new; £735; exchange, deferred terms.—John S. Truscott, Ltd., 175 Westbourne Grove, W.11 Bay. 4274. (C4053)

1954 (January) Wolseley 4/44 saloon, opalescent green and green leather, Screenwash, fog lamp, 5,955 miles only, one owner solely maintained by us, perfect specimen, condition as new; £765.—Cheam Motor & Engineering Co., Ltd., Ewell Rd., Cheam, Surrey. Vignall 0125. (7347)

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley 4/50.—Hamstead (Tube). N.W.3. Ham. 6041. (W4018/R)

Wolseley Cars Wanted
R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley.—Hamstead (Tube). N.W.3. Ham. 6041. (W4018/R)

SIMPSON MOTORS (WEMBLEY), Ltd., the Wolseley buyers.—Tel. Wembley 9601/9602. (W4018/R)

PRIVATELY owned Wolseley—S. Brace Court, Kingston Hill, Surrey. Tel. Hish 2768. (W2037)

THE CAR MART, Ltd., London, wish to purchase Wolseley cars.—Wolseley Harp, Edgware Rd., N.W.2. Hendon 6500. (10721/R)

GOOD condition 1939/1940 Limousines required. Cash waiting. A. & S. Ltd., 3 Providence Court, North Audley Street, Grosvenor Square, Mayfair. 2941. (W1006)

Wolseley Spares and Service
W. JACOBS & SON.

WE specialise in spares and repairs of all models of Wolseley cars.

W. JACOBS & SON, Mill Garage, Chiswell Rd., South Woodford, E.18. Wanstead 7763/4. (10485)

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. (10707/R)

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Fleming 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. (1077/R)

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1950 Mark V saloon, grey with heater and radio, mileage 25,000 only.

BRISBANE, Station Garage, Knighton, Radnorshire, Tel. 145. (7487)

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IF you wish to sell your car for cash, write, phone or call.—Below.

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CASH for cars.—Smith's, 86, Chalk Farm Rd., N.W.1. Tel. 2767. (10624/R)

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1951 Morris 8cwt van, one owner, low mileage, colour black, unwritten, £225.
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ARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). (C1008)

1948 Jowett Bradford van, rebored, nice condition; £145.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. (C4059)

NEW Thames 10cwt vans—Arthur F. Gould, Ltd., 290-2, Regent St., W.1. Langham 1594-S. (0102/R)
SIMPSON MOTORS (WEMBLEY), Ltd., English car sales division offer:-

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1954 Morris 7 type van, 4,000 miles, as new; £465; terms, exchanges.—Cyril Sheppard of Reading, Sonning 2545-6. (7098)

MORRIS good van, 1hp 1952 body, very clean, engine using some oil; £235—Luxcars, 217, Cowley Rd., Tel. Oxford 5142, ext. 4. (7467)

1949 Austin 3-wag van; £275.—Moproc Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 9171. (7626)

FORD 10 gvw van, also Ford 10 Luton van, 1949/54; from £245; exchanges, terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. (7626)

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BURLINGHAM new 14ft 4-berth, choice of layouts, hand made; £595; modern hire fleet available.
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THIS magazine written for caravanners by caravanners is "The Caravan," original and bigged, experts and novices swear by it; authoritative, informative, enjoyable, monthly 9d from your newagent or by post 12/- a year, from A. C. Burt, Publisher, Link House, Store St., London, W.C.1. (0585)

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THOMSON & TAYLOR (BROOKLANDS), Ltd., sole concessionaries and United Kingdom.—Portsmouth Rd., Cobham 2848-9. (0282/R)

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MANCHESTER—Alvis main agents, sales and service.—A. F. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Mc 19, Rus. 2874/5. (0825/R)

H. A. FOX & Co., Ltd., appointed official retailers for Alvis cars will be pleased to receive enquiries and orders for all models.—3-5, Burlington Gdns., Old Bond St., London, W.1. Regent 8622. (0137)

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OFFICIAL Bentley retailers.

SHOWROOMS and Service.

REPAIR, Northampton, Tel. 4540.

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SURREY, Sussex and Kent sole distributors for Borgward, demonstration cars available, early delivery new models; spares and service—F. Fairman & Sons, Ltd., Horley, Surrey. (Tel. 17.) (N0319/R)

SOLE distributors for Middlesex, Bucks, Hertfordshire and Bedfordshire for all Borgward models; demonstration cars available—Bath Road Motors, Car Sales, Bath Rd., Clipperton, n. Slough, Bucks. Tel. Burnham 705. (N1100)

E.T. MOTORS, Ltd., sole distributors for Essex county and part of East London, literature, demonstration on request, quick delivery; trade enquiries invited—255, High Rd., Leytonstone, E.11. Tel. Leytonstone 4277 and 6551. (N065/R)

BRISTOL

INGLIS AUTOMOBILES OF EDINBURGH, Main Agents—Sales, spares, service—64-78, Pitt St., Edinburgh 505-6. Tel. Waverley 5764. (N2055/R)

BRISTOL in the Western Counties, new and used models, service and spares; advantageous delivery, new cars, sole distributors—Charles Cruickshank Motors, The Copse, Bristol, Tel. 23383. (N031/R)

NEW Bristol, all models, largest selection; distributors—obviously Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2332-3, and 14/16, High Wycombe, Surrey. (N1063/R)

GALT OF GLASGOW distributors for Scotland—Latest 1955 Bristol type 403 saloon available; full particulars of the new type 403 gladly provided; James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7596. (N0732/R)

BUICK

BUICK—Sole concessionaires, Lendrum and Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. (N0596/R)

CADILLAC

CADILLAC—Sole concessionaires, Lendrum and Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. (N0526/R)

CHEVROLET

BRITISH & COLONIAL MOTORS, Ltd.—13-14, Upper St., Martin's Lane, A.D. Leicester Sq. Tube Stn., W.C.2. Temple Bar 3588. Distributors for London and Home Counties. (N1027/R)

CITROEN

C. G. NORMAN & Co.

SOLE distributors for the County of London; early delivery—50, Vauxhall Bridge Rd., S.W.1. (N0397/R)

JOHN S. TRUSCOTT, Ltd., official retailers, delivery from stock; it pays to deal with specialists—125, Westbourne Grove, London, W.2. Tel. 4274. (N1069/R)

J. DAVY presents the Citroen for inspection and demonstration, 21 other British and Continental makes on show at 160-164, Kensington High St. W.8. Western 9641; also at 215, Brompton Road, S.W.3. Knightsbridge 4211. (N1069/R)

A. CRES AUTOS, Ltd., official retailers; all models from stock, part exchanges and deferred terms—136 and 138, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909, 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Mayfair 2911-2. (N1004/R)

GALT OF GLASGOW, distributors for Glasgow and West Scotland, have the latest Citroen cars available for early delivery; contact the Citroen enthusiasts for sales and genuine service—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7596. (N065/R)

DAIMLER

SMITH'S MOTORS OF DULWICH for Daimlers—285, Rye Lane, S.E.15. New Cross 0462. (N0328/R)

DORKING MOTOR CO., Ltd., distributors—Immediate delivery of Daimler Commander—Dorking 2258. (N0306/R)

SIDNEY MARCUS, Ltd., early delivery from stock all models; First-class After Service—33, Sloane St., S.W.1. Sloane 6970. (N1006/R)

DAIMLER Century, finished in grey, 1000 cc. Immediate delivery—Brew Brothers, Ltd., 135, Old Brompton Rd. S.W.7. Fremantle 3353. (N1083/R)

DENHAM'S for Daimlers—Area dealers, S.W.2. Service, immediate delivery 1955 Century coupe; list price £1,736—Portsmouth Rd., Esher, Surrey. Tel. Esher 5650. (N1009/R)

HAMMERSMITH and Chiswick—Daimler official agents, immediate delivery some models; full service facilities—Rogers Garages, 22, Chiswick High Rd., W.4. Chiswick 6780. (N1004/R)

HAROLD SIMONS, Ltd., official retailers; exchanges; all easy terms—Junction of North Circular and Great North Roads, 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54; any time. (N1005/R)

J. DAVY presents the Daimler for inspection and demonstration, 21 other British and Continental makes on show at 160-164, Kensington High St. W.8. Western 9641; also at 215, Brompton Road, S.W.3. Knightsbridge 4211. (N1069/R)

D.K.W.

SOLE Concessionaires for the Sonderklasse D.K.W.—Frazier-Nash Cars, London Rd., Isleworth, Middlesex, Hounslow 0011. (N2015)

FIAT

H. C. PAUL, Ltd.

SEE and try the Fiat range of cars: orders accepted for reasonable delivery—32, Bruton Place, Berkeley Square, W.1. Mayfair 9221-2. (N3068/R)

BLUE STAR GARAGES, Ltd., Rosemoore Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. (N096/R)

FIAT 500 and 1100 cc. Immediate delivery—Premier Motors, 295-7, Lewisham High St., S.E.13. Lee 1051. (N3083/R)

ONE only Fiat 500 convertible coupe, grey with red upholstery, £575—Smith's Motors, Dovercourt, Tel. Harwich 700. (N7564)

PERFORMANCE CARS, West London and Middlesex Distributors—Immediate exchange, H.P. service, Great West Rd., Brentford, Middlesex, Ealing 6841. (N3041)

MAYFAIR GARAGES, Ltd.—West End stockists of the new 1955 Fiat. Can now accept orders for all models shown at Earls Court for reasonable delivery; catalogue on request—Balderton St. W.1. Mayfair 7114. (N3009)

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J. DAVY, distributors, presents the entire Fiat range for inspection and demonstration; 21 other British and Continental makes on show at 160-164, Kensington High St. W.8. Western 9641; also 215, Brompton Rd. S.W.3. Knightsbridge 4211. (N1069/R)

In search of a new car? You couldn't do better than drive for yourself the famous 1100 saloon, well known already for its economy coupled with the high maximum speed; this is the car which will be admired by your family and friends for its road holding, safety and comfort; current market value for your present car subject to inspection.

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HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (N10342)

CONSULT W. Harold Perry, Ltd., of North Finchley, before purchasing your new Ford Popular, Anglia, Prefect, Consul, Zephyr, Zodiac saloon. (N1069/R)

W. INVICTA WORKS, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. Ford agents; exchanges; terms—237, Brixton Hill, S.W.2. Tel. 5664. (N3068/R)

FORD Zephyr convertible, power-operated top; choice of 2; place your order now for earliest delivery of all models; part exchanges; deferred terms, open day and night—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim. 3031-2-3. (N14008)

ROWLAND SMITH'S for Ford.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hamstead (Tube), N.W.3. Hamstead 6041. (N14018)

ALAN TAYLOR MOTORS, Ltd., offer:—

NEW Ford Consul and Zephyr convertibles for immediate delivery. (N1069/R)

H. TIDYWAY, Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). (N3525)

DAENHARM MOTORS, Ltd., Ford main dealers.

56 Park Lane, W.1. Hyde Park 4666; 374, Ealing Rd., Alperton, Middx. Perivale 3398. And 6 and 12 Sangley Rd., Catford, S.E.6. Either Green 11066. (N1066/R)

BLUE STAR GARAGES, Ltd., Rosemoore Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. (N096/R)

PERD & CLARKE, Ltd., Ford agents; exchanges; terms—237, Brixton Hill, S.W.2. Tel. 5664. (N3068/R)

NEW Zodiac, green/grey, immediate delivery; list price, exchanges welcomed—New Cross Car Mart, Ltd., Tidesway 2908. (N3004/R)

WHY second-hand? New Zodiacs from stock—Sharwood Motors, Ltd., 52, Uxbridge Rd., W.5. Ealing 1475. (N7629)

MAYFAIR and West End agent—All new Ford models; drive for yourself a 1955 Zephyr before taking your decision—100, Park Lane, W.1. (N1069/R)

RIPCO, Ltd., 16, Albemarle St., W.1. Hyde Park 2952-3. (N3052/R)

L. FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End Hill, N.8. Mountview 4401, offer:—

FORD Zephyr saloon, list price. Immediate delivery. (N2059)

ONE only, new Consul convertible, blue with blue upholstery—Smith's Motors, Dovercourt. (N7360)

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STEARN'S & Co. (CAR SALES), Ltd.—Zephyr saloon and convertible, instant delivery—254, Brompton Rd., W.3. Ken. 0061. (N6859)

WHY second-hand? New Zephyr saloons and convertibles from stock; choice of 6—Sharwood Motors, Ltd., 52, Uxbridge Rd., W.5. Ealing 1475. (N7629)

CONSUL convertible, black, beige; immediate delivery; cash or terms up to 3 years—Wilson's Automobiles & Coachworks, Ltd., 34, Acre Lane, S.W.2. Brixton 4011. (N1069/R)

FORD Zephyr saloon, black/red leather, radio, heater; list price; exchanges—Naylor & Root, Ltd., 25, North Hill, Wandsworth, S.W.18. Five minutes from King Junction. Batt. 2252. (N3022)

RAYMOND WAY, the hire purchase specialists, for your new Ford, cars and motor cycles welcomed in exchange—Kilburn Bridge, N.W.6. Maida Vale 6044; open 9 to 9 six days a week. (N0779/R)

R. C. WIMBUSH, Ltd., Ford stockists; part exchange and h.p. facilities; available for immediate delivery, Ford Zephyr and Consul convertibles—312, Earls Court Rd., W.5. Remantle 5401. (N10456)

PLANNING to buy your new Ford? Immediate delivery now available of Consul saloons; current market value for your present car subject to inspection.

NEW CARS FOR SALE

HILLMAN

THE NEWTON SERVICE GARAGE for early delivery of all Rootes Group models, demonstrations available. -Newton's Corner, Forty Lane, Wembley Park. Opposite Wembley Town Hall. Arnold 5252 (4 lines).

HILLMAN Minx saloons, coupes, estate cars, early delivery; exchanges and terms; cars prepared for clients returning to England. -R. S. Mead (Sales), Ltd., 42, Queen St., Macclesfield. Tel. Macclesfield 3431-2. (N3011)

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BARNET area. -Humber main dealers. -Hadley Green Garages, Ltd. 202-204, High St., Barnet 3532. (N412)

CARRIS MOTORS, Ltd. -Humber Hawk and Snipe; early delivery. -Lewisham Bridge, S.E.13. Tel. Green 5295. (N3020)

HUMBER HAWK. -Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (N3018)

HUMBER Super Snipe, seal grey, red upholstery. -Brew Brothers, Ltd., 135, Old Brompton Rd., S.W.7. Fremantle 3533. (N3085)

PLACE your order now with R. S. Mead (Sales), Ltd., for the new Humber Hawk and Super Snipe for early delivery. -42, Queen St., Macclesfield. Tel. 3431-2. (N3011)

S. F. ERSKINE & SONS, Ltd., for new Humber and all Rootes products, early delivery, demonstrations any distance. -Brookwood, Woking, Surrey. Tel. Brookwood 3052. (N3051)

SMITH AUTO CO., Ltd., Main Dealers for Rootes Group, offer early delivery of Super Snipe and Hawk saloon. -145, London Rd., Croydon. Croydon 2115 (3 lines). (N3067/R)

J. DAVY presents the Humber for inspection and demonstration, 21 other British and Continental makes on show at 180-184, Kensington High St., W.8. Western 9241 also at 215, Brompton Road, S.W.3. Knightsbridge 4211. (N1069/R)

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HENLYS, Ltd.

ENGLAND'S largest Jaguar distributors.

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HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

MANCHESTER, 1-5, Peter St. (Blackfriars 7843).

C. PAUL, Ltd.

JAGUAR Mark VII M saloon, and all models for early delivery; part exchanges and terms to suit you. -Bruton Place, Berkeley Square, W.1. Mayfair 0821-2. (N3040)

OVERSEAS CARS, Ltd., offer:-

JAGUAR Mark VII M saloon, battleship grey, red leather, for immediate delivery; list price. -OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. (N3031)

ROWLAND SMITH'S for Jaguar.

LATEST Mark VII M saloon on view.

ALL models supplied, part exchanges any distance; A confidential h.p. terms; open 9-7 week-days and Saturdays. -Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 6052. (N4018)

ROSE & YOUNG, Ltd., Jaguar agents.

LET us supply your new model. -Sales and Service. 25-69, Streatham Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. (N3057)

KDM & CHERRINGTON, Ltd., 9, Albemarle St., W.1. Gros. 5551. (N2054/R)

COOMBS & SONS (Guldford) Ltd., for Jaguar sales and service.

MAIN agent for South-West Surrey. -St. Catherine's Garage, Guildford GU2 0J9. (0244/R)

KJ MOTORS, Ltd., N.W. Kent's leading Jaguar area dealers. -Bromley, Rav. 3456. (0286/R)

ONE only, Mark VII M saloon, black with red upholstery, H.M.V. radio and overdrive. -Smith's Motors, Dovecourt, Tai. Harwich 700. (1762)

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NEW Jaguar, good deliveries most models in stock. -Main Dealers. -The County Garage (M. H.), Ltd., Lancaster Rd., Morecambe. Tel. 207. (0069/R)

W. A. RICHARDS (BEXLEYHEATH), Ltd., Jaguar area dealers; early delivery of Mark VII saloons; part exchanges. -74-78, Broadway, Bexleyheath. Tel. 1666. (0914/R)

SIDNEY MARCUS, Ltd., accredited agents; early delivery of all models, first class after-service. -Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557/6970. (N3006)

IMMEDIATE delivery new unregistered Jaguar Mark VII M saloon, black, red leather, overdrive, works mileage; list price. -R.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. (17344)

HILLWOOD MOTORS for Jaguars. -Mark VII Series M for early delivery, your car taken in part exchange; easy h.p. terms. -565-571, Watford Way, Mill Hill N.W.7. Mill Hill 4232. (N4390)

P. POWELL MOTORS, Ltd., East London area dealers. -Mark VII M model available for immediate demonstration and inspection. -321, Romford Rd., Forest Gate, E.7. Maryland 4616. (0435)

J. DAVY presents the Jaguar for inspection and demonstration, 21 other British and Continental makes on show at 180-184, Kensington High St., W.8. Western 9241 also at 215, Brompton Road, S.W.3. Knightsbridge 4211. (N1069/R)

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1955 Willys Jeeps direct from U.S.A. (new, not rebuilt) available at last; larger, more comfortable and powerful; special equipment for farmers, engineering contractors, fruit growers; some and export enquiries invited. -Sole appointed British concessionaires, Steele Griffiths, Ltd., London, S.E.5. Rodney 2201 6. (N553/R)

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JOEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. (N2038/R)

RED CIRCLE, Ltd., area dealers for Jowett Javelin and Bradford commercials, spares, sales and service. -Eastern Arm, Great Cambridge Rd., Tottenham N.17. Tottenham 1906/7553. (10504/R)

KAISER

KAISER cars, sole concessionaires for Great Britain, sales, service, spares. -Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6; regional depot; opposite London Airport, Hayes, Middlesex. (10309/R)

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SOLE distributors for London, W.1. area, retailers throughout U.K.

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JOHN S. TRUSCOTT, Ltd., the oldest Lancia specialists.

OFFICIALLY appointed retailers throughout U.K.

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ALL new models in stock for immediate delivery.

FULL details of these truly outstanding cars on request.

173, Westbourne Grove, W.11. Bay. 4274. (N4055)

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LANCIA cars. -Autowork (Winchester), Ltd., distributors for the Lancia, Hants. Dorset and Wilts. send for brochure, new Lancia Appia available immediate delivery. -Southgate St., Winchester. (N1010)

MERCEDES-BENZ

LONDON

TAYLOR & CRAWLEY trade distributors (London postal area) and official retailers for Mercedes-Benz; all models available; exchanges and terms. -42a, South Audley St. (entrance Adams Row), Mayfair. W.1. Grosvenor 6881. (N4036)

WELWYN SERVICE DEPOT, Ltd.

HERTS, Bucks and Northants. Main Distributors. enquiries invited for early delivery. -Welwyn Garden City Hatfield 2178. (0611/R)

SWANMORE GARAGE, Ltd., Bournemouth.

OFFICIAL Distributors (trade and retail), Mercedes-Benz; earliest deliveries all models.

SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Boscombe E., Bournemouth. (Tel. Southbourne 4334). (N4024)

WORKING MOTORS (MATBURY HILL), Ltd.

DISTRIBUTORS for Surrey and Sussex; all models available; exchanges and terms. -Working Mot. (N4057)

BURNS STAGUE GARAGE, Ayr 3338, main agents for Ayrshire. -Early delivery all models.

170 S.D. diesel, 4 only, £1,395; 280 saloon, one only, £1,695. -Mansfield Autos, Ltd., Euston 2587. (N3001)

JOHN S. TRUSCOTT, Ltd., for Mercedes-Benz.

OFFICIALLY appointed distributors (wholesale and retail).

OUR demonstration cars are here for you to inspect, drive, and judge; only then can one appreciate the wealth of experience built into the latest models of FIVE distinct types, from £1,594 to £4,392 inclusive of tax, full literature on request.

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WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13, distributors for Lancashire and Cheshire; sales, spares, service. -Tel. Ardwick 4361-7. (0265/R)

CAMBRIDGESHIRE, Suffolk and Norfolk distributors for Mercedes cars; demonstration cars in stock and available on application to O. G. Barnard & Sons, Ltd., Stowmarket. (0891)

DAVIES MOTORS, Ltd., official distributors. -Current demonstration car available; early delivery of all models; full service and spares facilities. -275, London Rd., Baines. Tel. 4211-5. (N1060)

GALT OF GLASGOW, main agents thoroughly recommend these magnificent cars, earliest deliveries. -demonstrations. -James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7628. (0842/R)

A NEW motoring experience, contact the Scottish distributors for full particulars. -Best models in stock. -Ingalls Automobiles, Ltd., 66-78, Pitt St., Edinburgh. Tel. 26287. Main agents in the West of Scotland. -James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7628. (0842/R)

INGALLS AUTOMOBILES OF EDINBURGH, distributors for Scotland. -The latest 1955 models are now on show, and we invite all who enjoy motoring in the finest sense, to see and try these outstanding cars; all our sales are backed by an enthusiastic service department with factory trained mechanics, and a comprehensive stock of spares. -66-78, Pitt St., Edinburgh. (0753/R)

M.G.

ROWLAND SMITH for M.G.

MAGNETTE saloon, and 1 F 1 1/2-litre sports 2-seater on view.

ALL models supplied; part exchanges any distance; A confidential h.p. terms; open 9-7 week-days and Saturdays. -Rowland Smith, Hampstead (Tube) N.W.5. Hampstead 6041. (N4018)

SMITH MOTORS OF DULWICH for your new M.G. T.F. -225 Rye Lane, S.E.15, New Cross 0490. (10529/R)

M.G.

JACK ROSE Ltd., M.G. stockists for your new M.G. -St. Albans Rd., Wallington, Surrey. Wallington 6077; High St., Banstead, Surrey. Banstead 2376. (N3058)

HAMMERSMITH and Chiswick. -M.G. official agents, early delivery; full service facilities. -Rogers Garages, 22, Chiswick High Rd., W.4. Chiswick 6790. (N3054)

PERFORMANCE CARS. -T.F.1500 immediate, Mag-nette early, immediate exchange, H.P., service, spares. -Great West Rd., Brentford, Middlesex. (N3041)

PRIDE & CLARKE, Ltd. -£196 secures delivery new M.G. T.F.; balance over 24 months; choice of colour; exchanges welcomed. -237, Brixton Hill, S.W.2. Tel. 3664. (N3068/R)

IMMEDIATE delivery; new M.G. T.F. 1500 2-seater; choice of colour; terms, exchanges. -Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (17029)

MEBES & MEBES, Ltd. (Est. 1895), M.G. specialists, offer rotational delivery of Magnette saloon and T.F. 2-seater, various colours, part exchange and deferred terms; always in stock a number of second-hand models with B.M.C. guarantee. -The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. (N3018)

MORGAN

BASIL ROY, Ltd., Morgan distributors; full range on view; see and try Morgan fitted with TR2 engine. 161, Gt. Portland St., W.1. Langham 7733. (0510/R)

PRIDE & CLARKE, Ltd. -£206 deposit secures delivery of Morgan Plus 4, balance over 24 months; choice of colour; exchange welcomed. -Stockwell Rd., S.W.9. Brixton 6251. (N3068/R)

MORGAN. -Leicester and Rutland County distributors, most models from stock; part exchanges accepted. -Cox's Motors (Leicester), Ltd., Conduits, Leicester. Tel. 60519/20023. (1055)

MORGAN Plus 4; prompt delivery of these cars; spares for same; huge stocks of 4-4 and 3-wheel spares. -F. H. Douglas, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. (10728/R)

RAYMOND WAY, the hire-purchase specialists for your new Morgan Plus 4, most models in stock; cars and motor cycles welcomed in exchange. -Kilburn Bridge, N.W.6. Maids Vale 6044; open 9 to 6. (10780/R)

BRAND new Morgan Plus-Four 2-seater, 2,088cc. with latest type curved radiator, built-in headlights; immediate delivery; send a.s.e. for full specification. -Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (N3018)

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RUSSELL MOTORS offer:-

NEW Morris Cowley, immediate delivery, Clarendon grey.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. (N3060)

ROWLAND SMITH for Morris.

ALL models supplied; part exchanges, any distance; A confidential h.p. terms; open 9-7 week-days and Saturdays. -Rowland Smith, Hampstead (Tube) N.W.5. Hampstead 6041. (N4018)

PRIDE & CLARKE, Ltd., Morris agents; exchanges; terms. -237, Brixton Hill, S.W.2. Tel. 3664. (N3068/R)

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for all Morris models, including light commercials. -54, Acre Lane, London, S.W.2. Brixton 4011. (N4085/R)

SMITH & HUNTER, Morris contracting agents, offer rotational delivery; exchanges easier deferred terms. -376, Kensington High St., W.14. Western 2512. (N4019)

LANKESTER ENGINEERING CO. Ltd., offer rotational delivery; exchanges easier deferred terms. -39-43, Eden St., Kingston-on-Thames Surrey. Tel. Kingston 5151-6. (1064/R)

MEBES & MEBES, Ltd. (Est. 1895), Morris specialists for past 50 years, offer rotational delivery all models including commercial vehicles; part exchange and deferred payments; always in stock a number of cars with B.M.C. warranty. -The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. (N3018)

NASH

NASH car spares and repairs through Nash Concessionaires, Ltd., only. -Nash St., Albany St., N.W.1. Euston 5558-9. (0562/R)

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd. -Sales, Services and Spares. -Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 530-1. (10562/R)

INGALLS AUTOMOBILES OF EDINBURGH distributors. -Super 88 4-door saloon, for immediate delivery full service facilities. -64-78, Pitt St., Edinburgh. 5. Tel. Waverley 5784. (10754/R)

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties. -Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 6000). Service Workshops and Spares. -17, Penbridge Way, nr. Pen-bourne Grove, W.11 (Bayswater 6026-7). (10257/R)

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester, 19. Rus. 2574-5. (0199/R)

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SOLE Concessionaires, Leonard Williams and Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (10750/R)

PANHARD

MONTE Carlo Rally! 850cc. air cooled 5/6 seater saloon, 2nd place! Available with the 2-seater sports for home market, tourists, U.S. and Allied Forces. export agency enquiries invited. -Tarran & Fraser, 10, Winchester Mews, N.W.3. (N4100)

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LONDON. -Peugeot sales and service. -Witcher & Son, 59 Cadogan Lane, S.W.1. Sloane 4126. (10175/R)

TOM KNOWLES, Sole Peugeot concessionaires for Britain. 19, Briz St., Piccadilly W.1. Grosvenor 5075-4. (1498/R)

NEW CARS FOR SALE

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PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 2, Jubilee Place, Chelsea, S.W.3. Faxman 752-4. Also at Pontiac Works, Fernbank Rd. 10550/R

PORSCHE
SOLE Concessionaires for the Type 356 1½-litre 9 models and Type 350 500cc competition model—Frazier-Nash Cars, London Rd., Isleworth, Middlesex. Hounslow 0011. (N2015)

EUROPEAN CARS, Ltd., Porsche retailers, offer 1500cc hard top model, early delivery; demonstration run can be arranged—129-131, Old Brompton Rd., S.W.7. Fremantle 7722. (0928/R)

RELIANT
RELIANT cars, £5 annual tax, 7hp.—Aston's of Coventry, Gosford St., Tel. 62421. (0372/R)

PRIDE & CLARKE, Ltd., Reliant Regal; £77 deposit secures immediate delivery, balance over 24 months; exchanges welcomed.—Stockwell Rd., S.W.9. Brixton 3251. (N3064/R)

RAYMOND WAY for your Reliant Regal 3-wheeler. Immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Malda Vale 6044. (0778/R)

RENAULT
LONDON—Renault sales and service—Witcher & Son, 59, Cannon Lane, S.W.1. Sloane 4126. (0186/R)

FRED OUT for new Renaults, immediate delivery, 750; terms and exchanges.—196, King St., W.8. Riverside 5131. (10085/R)

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for new Renaults; immediate delivery, h.p. and part exchange.—1, Dorking Rd., Epsom 5901. (N3465/R)

RAYMOND WAY for your Renault 750 saloon. Immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Malda Vale 6044. (0777/R)

METROPOLIS GARAGES, Ltd., the Renault distributors for sales service and spare parts for all models.—3-31, Maclede Rd., (Olympia), W.14. She. 5585-6-7. (0626/R)

PRIDE & CLARKE, Ltd.—£150 secures delivery of the new 750 saloon, balance over 24 months; exchanges welcomed.—Stockwell Rd., S.W.9. Brixton 3251. (N3068/R)

RENAULT—Leicester and Rutland County distributors, 750cc, 2-litre from stock; part exchanges accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60319/20023. (N1059)

WEST Norfolk Whisker's for your new Renault 750 or Fregate; exchanges welcome, terms to 3 years; demonstration cars available, 7 days a week.—Charles Whisker, Ltd., Dersingham, King's Lynn, Dersingham 210. (N7387)

AUTO SALES (LONDON), Ltd., are North London distributors of the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—59-65, Beltside Rd., N.W.6. Tel. Mal. 5555. (01010/R)

DENHAM SERVICE STATION, Renault distributors for Buckinghamshire; immediate delivery at 750cc saloon; 2-litre Fregate saloon available for demonstration; part exchange, finance terms.—Denham Service Station, Denham, Bucks. Denham 2266. (N1070)

NEW Rileys from stock.

RIPCO, Ltd., 16, Albemarle St., W.1. Hyde Park 2952-3-4. (N3052)

1½-litre, delivery ex stock, one only.—Montrose 54, Motors, Wembley 2639. (0785/R)

SMITH MOTORS OF DULWICH for Rileys; terms, exchanges.—265, Rye Lane, S.E.15. New U 0462. (0530/R)

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham, Lane, Crouch End Hill, N.8. Mountview 4401, offer.— (N1006)

RILEY 1½-litre saloon, list price, immediate delivery. (N2058)

RILEYS—Try Motorists (London), Ltd., Great North Rd. East Finchley Station N.2. Tudor 2301-2. (N3018)

CLARKE & SIMPSON, Ltd., Riley Sales & Service, offer immediate delivery 1½-litre, all colours.—85, Sloane Square, London, S.W.1. Tel. Sloane 4727. (N2054/R)

KDM & CHERRINGTON, Ltd., offer immediate delivery of 1½-litre Rileys in choice of colour.—9, Albemarle St., W.1. Gro. 5591. (N2054/R)

ALPE & SAUNDERS, Ltd., Riley Agents, offer immediate delivery 1½-litre saloon, black, tan leather. Providence Court, North Audley Street, Mayfair 2941. (N1006)

JOHN R. TRUSCOTT, Ltd., official retailers.—1½-litre models immediately, orders for Pathfinder accepted for early delivery.—175, Westbourne Grove, W.11. Bay. 4274. (09405/R)

HAROLD SIMONS, Ltd., official retailers; exchanges; easy terms.—Junction of Great North Road and North Circular Rd.; 397-401, High Rd., East Finchley, N.2. (N3406)

GALT OF GLASGOW, official retailers.—1½-litre Riley for immediate delivery; full particulars will be supplied.—52, Woodlands Rd., Glasgow, G.3. Tel. Douglas 7503. (N3065/R)

PRIDE & CLARKE, Ltd.—£302 deposit secures delivery of new Riley 1½ saloon; balance over 24 months; choice of colour; exchanges welcomed.—Stockwell Rd., S.W.9. Brixton 3251. (N3068/R)

ROLLS-ROYCE
CAR MART, Ltd.,

OFFICIAL retailers offer for future delivery the Rolls-Royce Silver Dawn saloon and a range of coachwork on Silver Wraith chassis by leading coachbuilders.

CAR MART, Ltd., Gloucester House, 130, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. (N1039/R)

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREPAIR, Northampton. Tel. 4540 (0520/R)

ROLLS-ROYCE

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 1-5, Peter St., Manchester. 2.

PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.

MANCHESTER, 8, Tel. Blackfriars 2302. (0561/R)

H. A. FOX & Co., Ltd., officially appointed Rolls-Royce retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Ods., Old Bond St., London, W.1. Tel. Regent 8522. (0159)

RIPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). (0249/R)

ROVER
HENLYS, England's leading Motor Agents.

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 395, Euston Rd., N.W.1. (Euston 4444.) (0154/R)

ROVER
ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1141. (N3028/R)

COOMES & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-8. (0245/R)

DORKING MOTOR CO., Ltd., main dealers Rover 650, 75 and 90.—Dorking 2256. (N1088)

KDM & CHERRINGTON, Ltd., 9, Albemarle St., W.1. Gro. 5551. (N2054/R)

KJ MOTORS, Ltd., N.W. Kent's leading Rover main dealers.—Bromley. Rav. 3456. (0287/R)

BEXHILL—F. Dodson, Ltd., Rover distributors, Sackville Garage, Middlesex Rd. Tel. 2352/3. (0951/R)

CROYDON Main Agents, Leathwood's Garages, Ltd.; 203, St. James's Rd., Croydon. Tho. 1222. (0063/R)

SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district; spares and service.—Tel. Vigilant 4444. (1041)

W. T. RICHARDS (BEXLEYHEATH), Ltd., Rover retail dealers; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. (0912/R)

BIRMINGHAM—Barton Motors, Ltd., Rover stockists; delivery enquiries invited for the 1955 models.—Tel. Broad St. Midland 2477. (0215/R)

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. (0001/R)

ROSENFELD for Rover distributors for Lancashire and Cheshire.—Davies, Rosenfeld, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. (0866/R)

H. C. PAUL, Ltd.

SEE and try the new Simca Aronde; orders accepted for immediate delivery.—31, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. (N3040)

FIAT (ENGLAND), Ltd.

WATER Rd., Wembley. Tel. Perivale 5651.

SOLE Concessionaires

IN Great Britain and Northern Ireland for Simca spares and service. Distributors and Dealers throughout the country. (0685/R)

SPEURLING MOTOR BODIES, Ltd., Distributors for Bedford and Hertford.—Lower High St., W.1. Tel. Watford 5491. (0382/R)

NEW Simcas, all models, largest selection; distributors—obviously Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2352/3. (N1063)

THE Simca Aronde for immediate delivery; demonstration gladly given; h.p. terms, part exchanges.—Metamot, Woodhouse Rd., N.12. Enterprise 6366. (N1061)

SIMCA cars.—Autowork (Winchester), Ltd., distributors of Simca cars, very reasonable delivery, send for brochure.—Southgate St., Winchester. Tel. Winchester 4965. (N1001)

DAVIES MOTORS, Ltd., official distributors, current demonstration car available; immediate deliveries, full service and spares facilities.—273, London Rd., Staines. Tel. 4211/5 lines. (N1060)

J. DAVY, distributors, presents the Simca for inspection and demonstration; 21 other British and Continental makes on show at 180-184, Kensington High St., W.8. Western 9641, also at 215, Brompton Road, S.W.3. Knightsbridge 4211. (N1069/R)

MAYFAIR GARAGES, Ltd.—West End retail dealers and stockists of the new Aronde saloon; £864/11/7 including purchase tax; immediate delivery from stock; demonstrations.—Balderton St. (opposite Selfridges clock), W.1. Mayfair 3104/5. (N3009)

SINGER
NEW Singer Hunter, black; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hammersmith, Mountview 5228 and 5774. (N4054)

PILCHERS, Ltd., 314, Kingston Rd., S.W.20. Liberty 2550.—Immediate delivery of the Singer Hunter saloon. (0497/R)

TRADE and retail agents, full range on show at the 100% Singer specialists.—Automotors, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 8291. (0757/R)

MAYFAIR GARAGES, Ltd.—West End retail dealers and stockists of the new Hunter saloon; £971/1/8 (including purchase tax); immediate delivery from stock; demonstrations.—Balderton St. (opposite Selfridges clock), W.1. Mayfair 3104/5. (N3009)

SINGER

J. DAVY, distributors.—The entire Singer range available for inspection and demonstration; 21 other British and Continental makes on show at 180-184, Kensington High St., W.8. Western 9641; also 215, Brompton Rd., S.W.3. Knightsbridge 4211. (N1069/R)

STANDARD

SHAW MOTORS, Ltd.

IMMEDIATE delivery Standard 10, place your order now for earliest delivery of all models; part exchanges, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wm. 3031-2-3. (N3408)

ROWLAND SMITH for Standard.

FULL range including Eight basic and de luxe, Ten and Vanguard saloons, available for immediate delivery.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

CHARLES RICKARDS, Ltd., offer:—

IMMEDIATE delivery new Standard 8 de luxe saloon, with heater, and new Standard 10.

56 Baywater Rd., W.2 (next door Lancaster Gate Tube Sta., 5 mins. from Marble Arch), Pad. 1820. (N3050)

BERKELEY SQUARE HOUSE GARAGE, Ltd.

EXCLUSIVE Standard & Triumph retail dealers, offer for immediate or early delivery, all Standard models with service on the spot; day and night garage facilities.

BERKELEY Square, London, W.1. Grosvenor 4343. (0856/R)

STANDARD 8 saloon from stock; exchange; £1615. (N4100)

IMMEDIATE delivery new Standard and 10 saloons, choice colours; part exchanges, terms.

X. L. SERVICE STATION, Kingston Vale, S.W.15. Tel. 5335. (N3060)

IMMEDIATE delivery Standard 10 saloons; part exchange, terms.

MAGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5575 and 7879. (N3006)

STANDARD 8 saloon, grey/red, heater, immediate delivery.—Salmons Garages, Ltd., Temple Bar 3338. (N4029)

ONE only V.W. Standard saloon, grey with grey upholstery; £599.—Smith's Motors, Dovercourt, Tel. Harwich 700. (N7361)

KJ MOTORS, Ltd.—Standard/Triumph main dealers all models; immediate delivery.—Bromley, Rav. 3456. (0912/R)

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End Hill, N.8. Mountview 4401, offer.— (N1006)

STANDARD 8 de luxe saloon, list price, immediate delivery; also Standard 10 saloon. (N2058)

STANDARD Vanguard saloon, black/red, heater, immediate delivery.—Salmons Garages, Ltd., Temple Bar 3338. (N4029)

STANDARD 8 saloon.—Try Motorists (London), 9 Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (N3018)

STANDARD 8, 10 and Vanguard, immediate delivery.—Premier Motors, 295-7, Lewisham High St., S.E.13. Lee 1051. (N3043)

STANDARD Vanguard.—Try Motorists (London) Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (N3018)

JOHN R. TRUSCOTT, Ltd., official retailers.—Immediate delivery of all models.—175, Westbourne Grove, W.11. Bay. 4274. (09405/R)

ERKINE, Woking, for most Standard cars; exchange and immediate h.p. terms.—S. F. Erskine & Sons, Ltd., Tel. Woking 330. (N2051)

SIDNEY MARCUS, Ltd., early delivery from stock, all models, First-class After Service.—35, Sloane St., S.W.1. Sloane 6970. (N3006)

W. T. RICHARDS (BEXLEYHEATH), Ltd., Standard and Triumph area dealers; part exchanges.—74-78, The Broadway, Bexleyheath. Tel. 1666. (0912/R)

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. (0413/R)

STEARNS & Co. (CAR SALES), Ltd.—Estate car in stock, also 8s 10s and Vanguard saloon.—254, Brompton Rd., S.W.3. Ken. 0081. (0935)

STANDARD 10 saloon.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (N3018)

STANDARD 8hp basic saloon; Standard 8hp de luxe saloon.—Over Hall Garages, Ltd., Ashford 2323 (Middlesex). (0680)

JACK ROSE, Ltd., Standard and Triumph stockists for your new Standard and Triumph.—High St., Banstead, Surrey. Burgh Heath 2376. (N3056)

1/5TH deposit, balance 3 years, secures quick delivery of new Standard 8 and 10 saloons. New Cross Car Mart, Tideway 2306. (N3084)

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Co. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. (0026/R)

PRIDE & CLARKE, Ltd.—£197 secures immediate delivery new Vanguard; balance over 24 months; exchanges welcomed.—237, Brixton Hill, S.W.2. Tel. 3664. (N3068/R)

ONE only, Standard 10 de luxe, grey with blue upholstery, £581; one only, Standard 8 de luxe, dark green with beige upholstery, £535.—Smith's Motors, Dovercourt, Tel. Harwich 700. (N7363)

HILLWOOD MOTORS for Standards.—All models for immediate or early delivery; your car taken in part exchange; easy h.p. terms.—265-271, Watford Way, Mill Hill, N.W.7. Mill Hill 4222. (0291)

WILSONS AUTOMOBILES & COACHWORKS, Ltd., can offer immediate delivery of 8 and 10hp models, also Vanguard and light commercials.—34, Leamington Rd., S.W.2. Brixton 4011; and 1, Dorking Rd., Epsom 5901. (N4055/R)

NEW CARS FOR SALE

STANDARD

A CLAND & TABOR, Ltd., Welwyn By-pass, Herts. Welwyn 481-2-3, offer immediate delivery Standard 8 de luxe, grey, and Standard 10, black/grey; maximum hire purchase terms available, one-fifth down, balance over 5 years. (N1001)

PLANNING to buy your new Standard? Immediate delivery now of Standard 8 basic or de luxe models. Standard 10, Standard Vanguard saloons, petrol or diesel; current market value for your present car subject to inspection. (N1001)

FERRARIS OF CRICKLEWOOD, Ltd., 200/220, Cricklewood Rd., London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. (N2008)

L. F. DOVE, Ltd., the Standard and Triumph main agents, have a full range of demonstration models available; part exchange; hire purchase; order now for the spring—69, The Broadway, Wimbledon, S.W.19. Liberty 3456. (N1077)

DUDLEY COBBOLD AUTOMOBILES for immediate delivery new Standard Vanguard and 10 saloons; early delivery of 8 basic and de luxe models; part exchange terms—208, 210, 216, The Broadway, Wimbledon, S.W.19. Cherrywood 3366-7. (6290)

STANDARD & Triumph distributors in Surrey since 1911, immediate delivery Phase II Vanguard saloons; choice of colour; also diesel engine saloons; demonstration cars available—Lankester Engineering Co. Ltd., 9, Eden St., Kingston-on-Thames. (N1069/R) Kingston 3151-6. (N402/R)

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444—Spares for all models. Hawley Cres. Camden Town, Gul. 4141 (N091/R)

SUNBEAM

S. F. ERSKINE & SONS, Ltd. for new Sunbeams and all Routes products, early delivery, demonstrations any distance—Brookwood, Woking, Surrey. Tel. Brookwood 3052. (N2051)

J. DAVY presents the Sunbeam for inspection and demonstration; 21 other British and Continental makes on show at 180-184, Kensington High St., W.8. Western 9641; also 215, Brompton Rd., S.W.3. Knightsbridge 4211. (N1069/R)

SUNBEAM-TALBOT—Smith Auto Co., Ltd., main dealers for Routes Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine—145, London Rd., Croydon (N1069/R) 2115 (3 lines) (N085/R)

SWALLOW DORETTI

CARRS AUTO SALES, Ltd. Standard House, South End, Croydon. Cro. 6088.

SWALLOW DORETTI distributors in areas of Surrey, Sussex and Kent. (N1069/R)

PRIDE & CLARKE, Ltd. Doretti agents, immediate delivery; terms, exchanges welcomed—237, Brixton Hill, S.W.2. Tul. 364. (N3068/R)

L. F. DOVE, Ltd., the Doretti centre—Your car in part exchange; hire purchase facilities; tend for details—69, Broadway, Wimbledon, S.W.19. Liberty 3456. (N1077)

LANKESTER ENGINEERING Co., Ltd., 80/83, Victoria Rd., Surbiton, distributors in Surrey for Swallow Doretti, offer immediate delivery; demonstration car available—Elmbridge 1184/5. (N329/R)

J. DAVY—Distributors for the Swallow Doretti, which can be seen in attractive colour range for inspection and demonstration; 21 other British and Continental makes on show at 180-184, Kensington High St., W.8. Western 9641; also 215, Brompton Rd., S.W.3. Knightsbridge 4211. (N1069/R)

TRIUMPH

ROWLAND SMITH'S for Triumph. Latest TR2 Sports on view.

ALL models supplied; part exchanges, any distance; confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hampton (Tube), W.3. Hampton 6041. (N4018)

BERKELEY SQUARE HOUSE GARAGE, Ltd. Exclusive Standard & Triumph retail dealers, offer for immediate delivery, all Triumph models with service on the spot; day and night garage facilities. (N343) Berkeley Square London, W.1. Grosvenor (N3068/R)

TRIUMPH sports TR2; immediate delivery—Premier Motors, 295-7, Lewisham High St., S.E.13. Lee 1051. (N3063)

TR2—Try Motorists (London) Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (N3018)

TR2, black and red, immediate delivery—Jack Olding & Co. (Motors), Ltd., Nth. Audley St. Mayfair 5292. (N3030)

PRIDE & CLARKE, Ltd. Triumph Renewed, TR2: immediate delivery; exchanges welcomed; terms—237, Brixton Hill, S.W.2. Tul. 3664. (N3068/R)

CARRS AUTO SALES, Ltd. Standard House, South End, Croydon. Cro. 6088. Standard and Triumph Main Distributors in areas of Surrey and Kent. (N493/R)

TRIUMPH

IMMEDIATE delivery, Triumph TR2 and Renewed; terms and exchanges. JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd. Boresey, Mountview 5238 and 5774. (N4054)

HILLWOOD MOTORS for Triumphs—TR2 for immediate delivery; your car taken in part exchange; easy h.p. terms—565-571, Watford Way, Mill Hill, N.W.7. Mill Hill 4232. (N4392)

METROPOLIS GARAGES, Ltd., offer for immediate delivery new TR2 sports in pearl white; h.p. arranged and part exchanges welcomed—1-51, Macle Rd., Olympia, W.14. She. 5385-6-7. (N0599)

J. DAVY presents the Triumph TR2 for inspection and demonstration; 21 other British and Continental makes on show at 180-184, Kensington High St., W.8. Western 9641; also at 215, Brompton Road, S.W.3. Knightsbridge 4211. (N1069/R)

STANDARD & Triumph (distributors in Surrey since 1911), immediate delivery TR2 models, choice of colour; demonstrator available—Lankester Engineering Co., Ltd., 50/53, Victoria Rd., Surbiton. Tel. Elmbridge 1184-5. (N0693/R)

L. F. DOVE, Ltd., the first specialist centre: buy your TR2 from the first specialist centre: sales service, spares; choice of specification and colour for quick delivery; part exchange, hire purchase—Send for details of service conversion to 69, Broadway, Wimbledon, S.W.19. Liberty 3456. (N1077)

VAUXHALL

VAUXHALL cars—Shaw and Kilburn, Ltd., show-rooms:—4-6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acorn 4641. (N019/R)

KEITH & BOYLE (Ldn.) Ltd., Terminal House, 80, Chappin Rd., S.W.9 (close to Oval Underground). Vauxhall main dealers, spares and service. Tel. Reliance 4211 (extension 10 or 19). (N0808/R)

KJ MOTORS, Ltd., main dealers for Bromley, Orpington districts—Bromley, Rav. 3456. (N0221/R)

VAUXHALL—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries—Guildford Rd., Woking. Tel. Woking 1282. (N1078)

VOLKSWAGEN

VW MOTORS, Ltd. Sole concessionaires, Great Britain and Northern Ireland—Cars available for early delivery. Byron House, 7-9, St. James's St., London, S.W.1. Whl. 9501. (N0648)

COLBORNE GARAGE, Ltd., Ripley, Surrey. Buy your new Volkswagen from the Volkswagen Centre. (N017/R)

ORIGINAL U.K. Specialists and leading Distributors. Demonstrator vehicles available, including the commercial and utility range—Tel. Ripley 2361. (N017/R)

SUBSE distributors, Prestwich (Hove), Ltd., 1 John's Rd., Hove. Tel. 34037/8. (N0190/R)

SALOON de luxe from stock; hire finance, exchange. Tarrant & Frazer, 10, Winchester Mews, N.W.3. Fri. 6159. (N18100)

CROYDON—H. Harmer Car Sales, Ltd. Area Dealers, 444/8, Brighton Rd., South Croydon. Croydon 6225. Uplands 8629. (N0127/R)

PERFORMANCE CARS, Official Agents—Immediate delivery, H.P. service—Great West Road, Brentford, Middlesex. Ealing 8941. (N5041)

EUROPEAN CARS, Ltd., distributors for London and Western districts; early delivery, demonstrations; exchanges, terms; also vans, pick-ups and buses. 129-131, Old Brompton Rd., S.W.7. Fr. 772. (N0600/R)

SOUTH Yorkshire and North Derbyshire—Distributors, J. Gilder & Co. Ltd., Cambridge St. Sheffield, 1. Tel. 26358/9. Complete facilities. (N0128/R)

PRIDE & CLARKE, Ltd., South London distributors. Exchange your car for the latest Volkswagen; terms—Stockwell Rd., S.W.9. Brixton 6251. (N3068/R)

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13, distributors for Lancashire and Cheshire, sales, spares, service—Tel. Ardwick 4361-7. (N019/R)

V&F MONACO MOTORS for Volkswagen; buy your new Volkswagen from the firm which concentrates exclusively on the V.W. and handles no other make; also specialised repair service, spares. (N0851/R)

V&F MONACO MOTORS, 6, Astwood Mews, Road Station, Farnham 4414. (N0851/R)

J. DAVY presents the Volkswagen for inspection and demonstration; 21 other British and Continental makes on show at 180-184, Kensington High St., W.8. Western 9641; also at 215, Brompton Rd., S.W.3. Knightsbridge 4211. (N1069/R)

VOLKSWAGEN

DAVIES MOTORS, Ltd., official distributors.—Current demonstration car available; delivery from stock; full service and spares facilities—273, Colston Rd., Staines, Tel. 421 (5 lines) (N1080)

A CLAND & TABOR, Ltd., Welwyn By-pass, Herts. Welwyn 481-2-3, main distributors for West Herts and Bedfordshire, offer early delivery de luxe and standard saloons, also vans; maximum hire purchase terms available, one-fifth down, balance over 5 years. (N1001)

VOLKSWAGEN sports saloon, 90mph and 100mph; the cheapest possible form of high-speed motoring; immediate delivery from stock of Strato-silver de luxe saloon; all the benefits of a standard Volkswagen can give plus sports car performance, arrange to try one by appointment. (N1001)

WEST ESSEX ENGINEERING Co., Ltd., Market Square, Abingdon, Essex. Theydon Bois 277. (N014/R)

OFFICIAL main dealers of the V.W. Europe's most popular car because of its economy performance and long life, saloons from £599/13/4, exchanges, terms, demonstrations with pleasure, also pick-ups, buses, vans, completely new standards in transport economy double the distance at half the cost—Details—

BENMOTORS, 1, Clarendon Rd., London, W.11. (50 yds. Holland Park Tube.) Park 5066. (N1017)

WILLYS

WILLYS cars, sole concessionaires for Great Britain, sales, service, spares—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6; regional depot, opposite London Airport, Hayes, Middlesex. (N0812/R)

WOLSELEY

EW EUSTACE WATKINS, Ltd., sole London distributors: early delivery 4/44 models, 6/90 on view; part exchange and hire purchase—12, Berkeley St., W.1 (Mayfair 5651). (N4046)

SHAW MOTORS, Ltd. Immediate delivery Wolseley 4/44 saloon, maroon, fitted radio, place order now for early delivery of all models; part exchanges; deferred terms; open day and night—Shaw Motors, Ltd., 666-678, Clarendon Lane, S.W.17. Wim. 5051-2-3. (N4008)

ROWLAND SMITH for Wolseley. All models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hampton (Tube), W.3. Hampton 6041. (N4018)

LYNE FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End Hill, N.8. Mountview 4401, offer. (N4018)

WOLSELEY 4/44 saloon, list price, immediate delivery. (N2058)

PRIDE & CLARKE, Ltd. Wolseley agents—Exchanges welcomed; terms—237, Brixton Hill, S.W.2. Tul. 3664. (N3068/R)

KDM & CHERRINGTON, Ltd. offer immediate delivery of 4/44 Wolseleys in choice of colour—9, Albemarle St., W.1. Cro. 3551. (N2054/R)

R. C. WIMBUSH, Ltd. Wolseley stockists, part exchange, hire purchase facilities—312 Earls Court Rd., London S.W.5. Fremantle 4401-3. (N4056)

C. W. J. COLES, Ltd., official agents, offer early delivery of Wolseley 4/44, orders taken for 6/90 model—18, Blunt Rd., South Croydon. Croydon 0074-5. (N564)

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A SYNCHRO 1955 Vauxhall Velox self-drive, cost £5 per week; the new Austin A50 Cambridge; 15 small mileage charge; alternative special winter rate; A.A. R.A.C. radio, heater, Continental touring, special facilities for overseas visitors—Synchro Garage Ltd., Peterham Mews, S.W.7. Western 4108. Cables: Synchro, London. (N0636/R)

SMITH & HUNTER for self-drive: inclusive winter rates—376, Kensington High St., W.14. Wes. 6417. (N0636/R)

SELF-DRIVE 1954-5 Minors, £10/15; Oxford, £15 per week; longer periods reduced rates; unlimited mileage—Regent Motors, Regent St., Cheltenham 2041. (N5819)

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CARS FOR HIRE

SLOUGH CAR HIRE—A40 saloons, drive yourself—Rear, 36, Mackenzie St. Tel. Slough 20501. (N0132/R)

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WIMBLEDON CAR HIRE, Self-drive Specialists, 1952-54 Austin A50s, A40s and A70s, competitive rates—Mansell Rd., S.W.19. Wim. 5641. (N011/R)

MOORE PARK GARAGE—Self-drive and chauffeur-driven cars current models—110 Wood Vale, Forest Hill, S.E.25. (For. 2452) (N0679/R)

JERSEY, C.I.—Forty 1953-4-5 self-drive cars, folder A.A., R.A.C. Directory, Jersey 22. Broad St., St. Helier (Jersey Central) 1819. (N0706)

IRISH touring, hire and drive the Morris Oxford and Minor—Sheilbourne Motor Co., Ltd., 20, Kildare St., Dublin. (N0890/R)

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

SELF-DRIVE post-war Morris, Austin A40, Morris Minor—Rons (Car Hire), Ltd., 3, Choumont Rd., Fencham, S.E.15. Tel. 2608 2105. (1976/R)

1954 self-drive cars available for hire, from Self Motoring, Ltd., 109, Knightsbridge, S.W.1. Tel. Ken. 6428 and Bayswater 8229 (garage). (2057/R)

SELF-DRIVE CARS, Adam & Eve Mews, W.8.—1954 9 saloons, also Daimler Consorts; unlimited mileage from £2.10 per day, 10 p.m. per week.—Wes. 0802. Cables: Britcars, London. (0166/R)

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SELF-DRIVE—Coming on leave, visiting Britain. Our keenest rates for vacation period hire, slim your motoring budget; modern fleet, alternative types available.—Home & Overseas Cars, Ltd., 160, Edgware Rd., N.W.3. Hampstead 0987-9-9. (0031/R)

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ALL types of car radio supplies installed and serviced by competent radio mechanics.—The Car Mart, Ltd., Upper Montague St., London, W.1. Ambassadors 1957. (0162/R)

SPINKS (TWICKENHAM), Ltd., 83-101, Heath Rd., Twickenham, Tel. Popesgrove 1035-6-7.—Accredited Radiomobile station; expert installations and service; trade and retail, all makes available. (0116/R)

UNIVERSITY ELECTRIC, Ltd., The Car Radio People, 7, Hertford St., W.1. Gro. 4141. Specialists in car radio; H.M.V. Radiomobile, Ekco, Philco, etc.; expert installation and service for the trade and retail. (0683/R)

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KIRTON, Bolton, Devon and branches, stock parts for more than 1,000 models, including replacement pistons and parts for Jags, exporters and factors of new war surplus and second-hand components and accessories, write us for everything. [0420/R]

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SINGER Distributors for all spares.—St. Albans Lane, Golders Green, N.W.11. Speedwell 4701-2. [0606/R]

AUTO SPARES, 42, South Lane, New Malden, dismantlers for 20 years, have large stock of new and second-hand pre-war spares.—74, Malden 1925. [0013/R]

CONWAY OF ACTON have large stocks of spares and valvins from dismantled vehicles at competitive prices.—Call, write or phone. Acton 1748, 19, High St., Acton, W.3. [0694/R]

STANDARD car spares, new dismantling obsolete models 1930 to 1939; Standard spares also wanted; send your enquiry to Hould, 584, Kenton Rd., Harrow, Middlesex. Tel. Wordsworth 4445. [4648]

ANGLO-AUTO ACCESSORIES, Ltd.—All types of powerful horns in stock, musical horns, 8- and 12-volt, Windstone, write your requirements.—11, Great Queen St., London, W.C.2. Tel. Holborn 4465/8. [0266/R]

ELEPHANT MOTORS, Ltd., for pistons, valves, swirl pins and bushes, bearings, clutch and brake linings, replacement parts for most makes; full range of accessories, send us your enquiries.—[0468]

FIBRITE timing gears for Alvis, Delage, Humber, Hudson, Hotchkiss, Lagonda, Morris Isis, LeFrancis, Opel, Riley 9, Singer Junior, Studebaker, Sunbeam-Talbot and various other makes.—97-105, Newington Causeway, London, S.E.1. Tel. Hop. 3262. [0775/R]

CAR accessories, complete range, including Pyc car radio, Zenith carburettors and filters, car compasses, etc.—Marshall (Highgate), Ltd., 108, Kingsway, N.6. Mou. 3413-4. [0408/R]

HARD-SURFACED rockers M.G., Wolseley, Riley, 6/- each, exchange, new bushes, valves, guides, gaskets, etc., c.o.d. service.—Thomson's, 102, Kingston Rd., Wimbledon, S.W.19. Liberty 8498. [0787/R]

HILLMAN, Humber, Sunbeam-Talbot exchange units and parts service engines, gear boxes, differential, universal shafts, etc.—[0532/R]

CLARE'S for spares, all popular makes, second-hand and new, large stocks; car breakers for over 30 years, quotations by return; approval.—Clare's Motor Works, 260, Knights Hill, London, S.E.27. Cliper Hill 0132. [0295/R]

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W. MACRENT & SON, Lockwood Lane Garage, Stonegrave, Chesterfield, Tel. 2615. [0225/R]

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(See also page 81)

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HIRE firm, small but progressive, branches Alexandra Park, Enfield, desires agency for self-drive; accommodation; 3 cars, good potential area.—Box 2105. (7368)

SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-44 or a woman aged 18-59 inclusive, unless he or she or the employer is exempted from the provisions of the Notification of Vacancies Order, 1952.

COMPTROLLER,
CHARTERED accountant, ambitious, able and hard working, required in London as Comptroller of nationally operating motor retail organisation; qualifications must include considerable practical experience in costing, budgetary control, statistics, modern methods including machine accounting, taxation, reports for management use.

SUBSTANTIAL remuneration; permanency with first-class opportunity of advancement.—Detailed applications, giving references and present remuneration, in confidence, please, to Box 2055. (7287)

MOTOR car sales.

MEN of highest calibre and irreproachable character are invited to apply for the following progressive situations in the sales force of one of Britain's major motor car sales organisations; such men must be able to produce references on character, ability and past records and must be outstanding men capable of assuming management of a branch immediately or at an early date; good conditions of employment; substantial progressive earnings and unlimited opportunity await ambitious able men; our own staff know of this advertisement; immediate vacancies exist in the North, the Midlands and the South.

1.—Motor car salesmen experienced in Rolls-Royce and Bentley.

2.—Motor car salesmen experienced in post-war cars.

3.—Commercial vehicles salesmen, particularly with experience in Austin and heavy diesels.

4.—Sales managers; a few vacancies for men of outstanding ability, whose past qualifications include successful sales management in motor cars or kindred products.

5.—Sales trainees; a limited number of trainee vacancies for men of preferably Public School education and/or with sales experience in other products; successful candidates will undergo training at our sales school and will be eligible thereafter for appointment to the sales force and/or to sales management positions.

6.—APPLY in confidence in own handwriting with fullest details.—The General Manager, c/o Box 2055. (7290)

GARAGE manager.

MANAGER required for modern garage in Galway of car and commercial trucks; must be fully conversant with all branches of the trade including sales organisation and aged between 30 and 40 years; top salary for fully competent man; applicants should give full details of all positions held and duties performed since first associated with the trade, together with salary or salary/bonus expected.—Box 2040. (7292)

PERSONNEL training.

EXECUTIVE with considerable experience and proven record in recruitment, selection and training of retail motor car sales forces required; able to devise training curricula and operate training school under Board policy; good remuneration; permanency; interesting career with first-class opportunity of advancement for outstanding, ambitious and hard-working executive.—Applications, in detail please, to Box 2056. (7296)

ADDITIONAL car and commercial vehicle salesmen required by Vauxhall-Bedford main dealers.—Send full details of previous experience to Box 1567. (6158)

RECEPTIONIST Clerk with Ford experience required by Western Motor Co., Ltd., Main Ford Dealers, London Rd., St. Albans. (5117)

EXPERIENCED commercial vehicle salesman required Croydon area.—Apply giving age, experience and salary required Box 2091. (7352)

SITUATIONS VACANT

CAR sales manager.

£2000 p.a. +

WANTED, one man of outstanding ability and 100% proven record in a similar capacity, to organise, control and direct sales operations covering several depots comprising an area about to be opened up by a major motor car and C.V. retail organisation.

THE successful candidate must have a high educational background, preferably Public School, and be of good social background; be used to negotiating at highest level, be familiar in practice with the most effective methods of sales prospecting and completion; be expert in all post-war makes of quality motor cars and in the control and leading of staff.

PERMANENCY with progressive future including directorship for successful candidate; immediate remuneration of not less than £2,000 p.a. salary plus substantial bonus computed on results.

ONLY candidates who submit, in their own handwriting, fullest information covering the above requirements and who produce faultless references (which will not be taken up without their permission) should apply for this appointment, knowing that present position and salary replies will be treated in absolute confidence.—Box 2037. (7289)

SENIOR executives required

FOR new service station being erected in Aylesbury.

SERVICE station manager with experience of large main road premises and forecourt; modern labour saving flat available over showroom; this new station will be completed in the summer; wife able to do clerical work preferred; only those with real qualifications need apply.

SALES manager for ultra-modern car showrooms: existing agencies include 2 counties distributorship main agency with trade rights 2 makes, also other retail agencies.

ALSO

EXPERIENCED first-class mechanic required for existing premises to start at once; reasonably local man preferred.

WRITE, stating experience, Michael Christie, The Old Vicarage, Haddenham, Bucks. (7343)

EXPERIENCED Service Manager/Receptionist required by Nuffield distributors and agents in mid-Surrey.—Write giving details of experience, qualifications, etc. to Box 2045. (7275)

YOUNG motor salesmen required as motor hire purchase representatives for Essex, Middlesex and Berks; applicants must be energetic and of good appearance and education.—Box 2054. (7304)

STORES assistant required by main parts stockists; Austin experience preferred but not essential; Croydon district.—Write giving details of age, experience and salary required Box 2090. (7351)

STORES manager required by Austin main parts stockists; only those able to take complete control and organise for expansion need apply.—Write giving age, experience and salary required Box 2092. (7353)

FULLY skilled fitter, must be absolutely first class, experienced all motor vehicles, excellent working conditions, all equipment, accommodation if required, details of experience and salary.—Carr's Cars, Corley, Nr. Warrminster. (7285)

AUTO, electrician required for a firm in N.W. Metropolitan area, must be skilled in repairing dynamo, starters, etc. and fault finding in ignition system; good sound permanent job for reliable man.—Tel. Byron 1244 or write c/o Box 2032. (7285)

MANN EGERTON & Co., Ltd. have vacancy in their West End motor car sales organisation; experience in the retailing of high-class motor cars.—Applicants should write in confidence, giving full details of education, experience, age, etc., to the Managing Director, 14, W. 1. (7314)

A COMPANY secretary/accountant required by Austin distributors in Surrey; age 35-45; considerable motor trade experience essential, pleasant personality, drive and initiative are essential qualifications; salary commensurate.—Full details of age, education and experience to Box 2093. (7354)

JIG and tool draughtsmen required; experience of medium engineering essential; modern office and good working conditions; pension scheme; canteen; facilities and sports club.—Applications in writing, stating experience and salary required, to A.E.C., Ltd., Windmill Lane, Southall, Middx. (6951)

J. DAVY Ltd. owing to continuing expansion, require the following personnel: Area sales manager, car buyers and salesman, secretary/sb. typist, experienced car sales administrator, wholesale representative; pension scheme.—Please write full details and salary required, 180-4, Kensington High St., W.8. (7312)

BLUE STAR GARAGES require managers for garages and filling stations which they are acquiring in several of the country; successful applicants are assured of excellent prospects of promotion, good commencing salary with commission and superannuation.—Apply Personnel Manager, High St., Hampstead, N.W.1. (7308)

OLD-ESTABLISHED firm of motor car distributors require the services of several experienced buyers and salesmen; Derby and Lincolnshire area; remuneration a distinct advantage; liberal salary and commission paid according to applicants' qualifications; good prospects, pension scheme.—Details in first place to Box 2055. (7256)

TWO motor car salesmen are urgently required by a distinguished retailer situated in East Midlands; Applicants must have wide experience in selling high quality new and used cars; only applicants of proved ability should apply enclosing recent testimonials or the names of at least two referees, together with full details of past career and salary expected.—Box 2055. (7291)

REGENCY COVERS, Ltd., offer a real opportunity to an experienced representative with own car with connections in the motor trade, to take over sales promotion of the nationally advertised seat covers; 2 areas available, North London postal district; salary commensurate with experience; remuneration by salary, commission, expenses; applications are invited from suitable applicants residing in the above areas.—Apply in writing, stating qualifications, etc., to Sales Manager, Regency Covers, Ltd., 169, Gt. Portland St., London, W.1. (7383)

SITUATIONS VACANT

AN experienced mechanic, motor engineer, capable of high quality work including bodywork, model making and the like, wanted as personal assistant to owner of country firm of light precision engineers; permanent, progressive and interesting post; please write in detail giving age, career to date, when and why free, housing needs, salary level, etc.—Box 1955. (7361)

A.E.C. Ltd. require experienced designers and draughtsmen for recently completed extension to design office; modern office equipment; excellent opportunities for progress; good salary offered; 5-day week; pension scheme and canteen facilities; experience of automobile industry preferred.—Applications in writing giving age, experience and salary required to Staff Records Office, Windmill Lane, Southall, Middlesex. (6950)

PRODUCT and consumer research analyst required by export market analysis department of Ford Motor Co., Ltd., Dagenham, Essex; lively interest in motor vehicles and their overseas possibilities essential; education to at least matriculation level; economics or engineering studies a strong advantage; a young, forward-looking man is required; good salary; non-contributory pension.—Reply to Salaried Personnel Department, quoting Ref. FCR/1. (7307)

SALESMAN; we have a further vacancy for a car salesman to sell new and used cars in the Chester area; this position offers great scope, is progressive, and an excellent opportunity for advancement; the man with car sales experience; remuneration will be by fixed salary, and a good commission basis and a car will be supplied.—Apply in first instance, in writing, to Sales Manager, Anchor Motors, The New Chester, marking envelope confidential. (7241)

BELGIAN Congo—Required for new motor sales business in Belgian Congo holding agencies leading leading British/American cars and lorries, an experienced commercial supervising manager, French speaking (Belgian preferred), to take full charge of launching and developing new enterprise from headquarters at Leopoldville; Colonial experience desirable; also required active sales managers to take charge at required areas; duties: personal sales promotion, supervision spare parts men, workshop staff and commercial management; must be French speaking; free quarters, good remuneration, passages paid; reply giving full details age, married or single, number of children, education, technical qualifications, past experience.—Reply to BC, Box 1832. (6908)

A vacancy arise for a product manager, filtration division on the commercial staff of a large light engineering company, manufacturing as part of a range of products, oil filtration units of world-wide fame for the motor industry, industrial engine manufacturers, aircraft and oil refinery requirements; appointment is of senior status, dealing with high-level technical and commercial executives; this is a newly created post which offers advancement and calls for an engineering background, technical sales experience and the ability to co-ordinate marketing requirements of sales divisions; applications should state in chronological order, experience, appointments held and salaries earned.—Box CRC358, 6 Aldford St., London, W.1. (7388)

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MANAGER, Sales and Repair, requires change, at present sales manager with West Middlesex agent doing good business, 25 years in trade, new, reliable and commercial, administrative, general running, integrity beyond question.—Box 2104. (7359)

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WANTED—Instructional 14 Wolseley 18hp 1946 saloon.—Rowley, 30, Borough High St., S.E.1. (7328)

22000 Instruction manuals, spares, lists, wiring, timing, lubrication charts; enquiries, stamped envelope.—Final, 15, Nashleigh Hill, Chesham, Bucks. (3485)

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(See also page 79)

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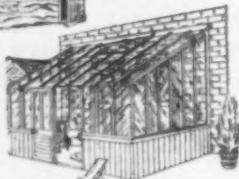
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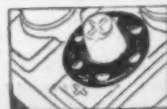


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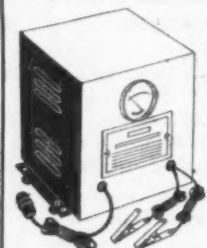


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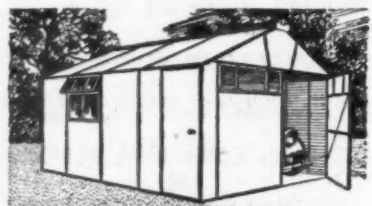
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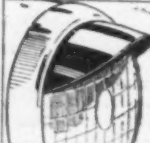


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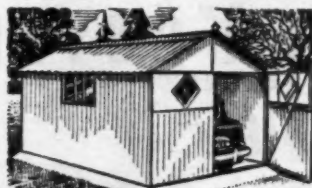
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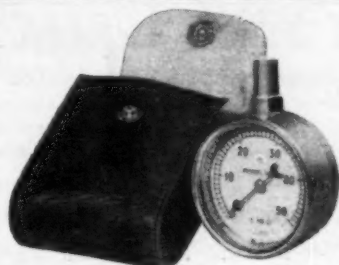
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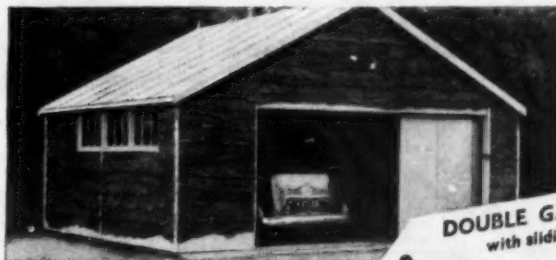
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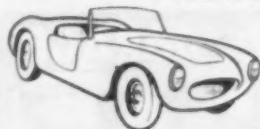
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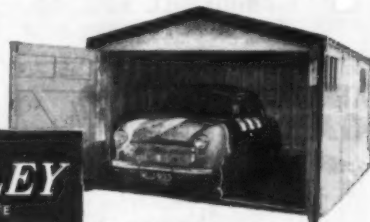
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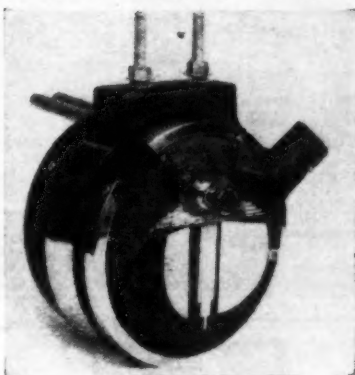
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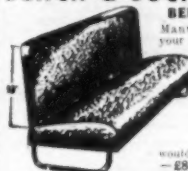
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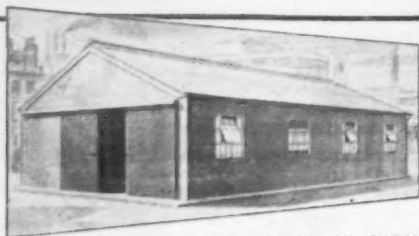
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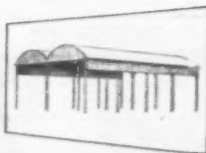
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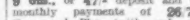
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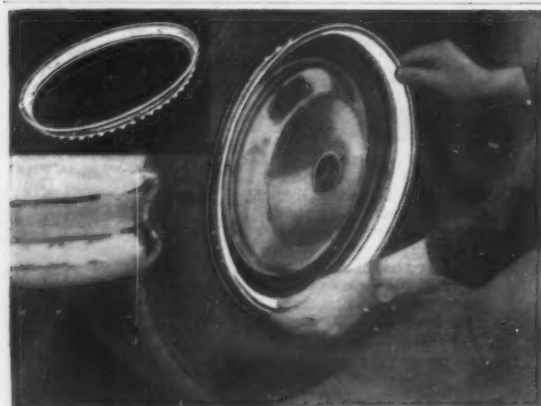
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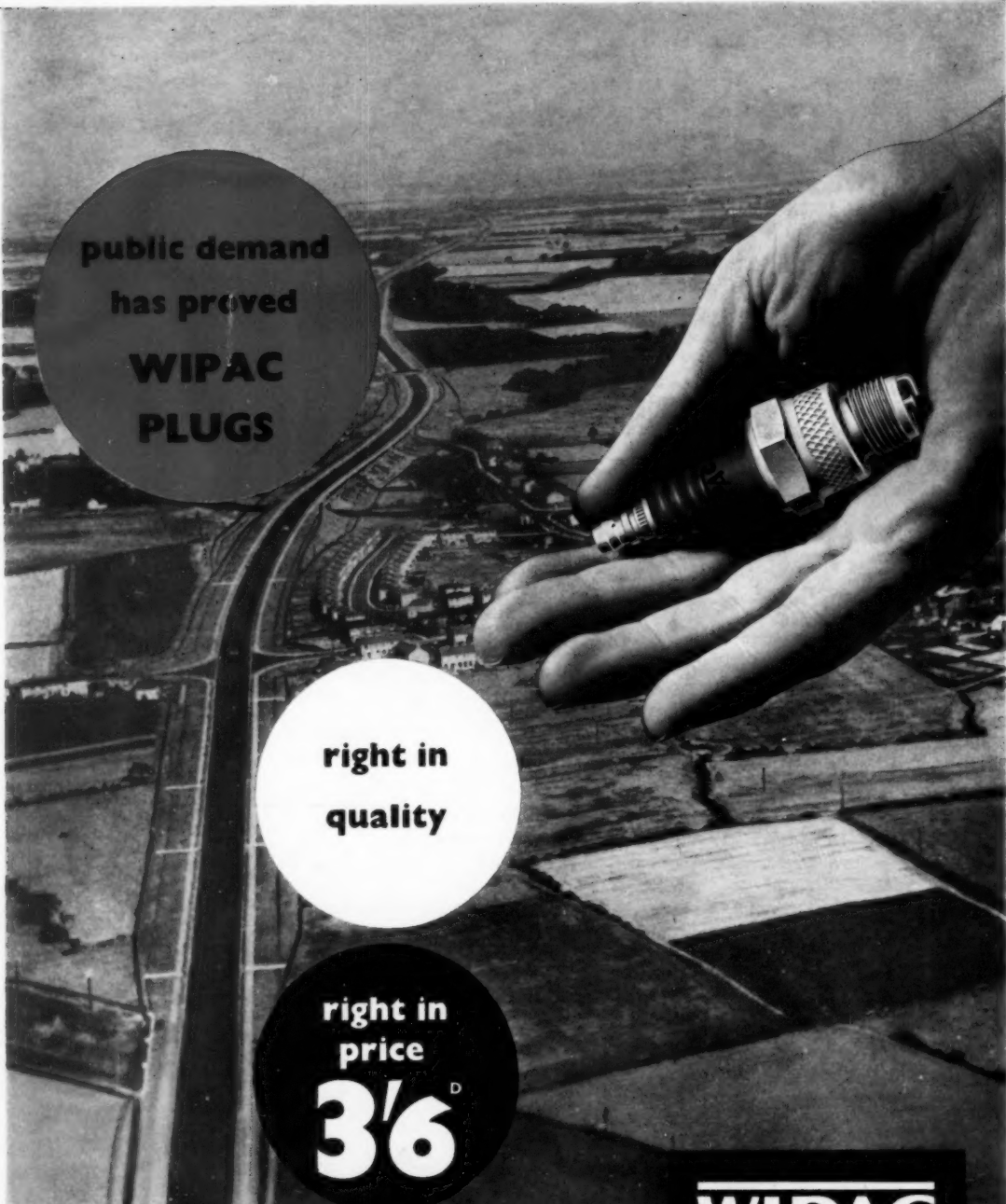
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